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No. 16,914. 英曆千九百壹十七年七月廿一號 HONGKONG, TUESDAY, JULY 31, 1917. 中華民國六年歲次丁巳 PRICE, $3.00 Per Month

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NOTICE.

ANY EUROPEAN, Non ASIATIC or INDIAN desiring to leave the Colony should apply in person at the Central Police Station between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.

Applicants will be required to produce Passports or identification papers. All persons, with certain exceptions, who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION of PERSONS ORDINANCE 1916. Forms of Registration giving the particulars required may be obtained at the G.P.O. and at all Police Stations

The Penalty for non compliance is a fine not exceeding $50.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m....Every 15 minutes.
8.00 a.m. to 10.00 a.m....Every 10 minutes.
10.00 a.m. to 11.00 a.m....Every 15 minutes.
11.30 a.m. to 12.45 p.m....Every 15 minutes.
12.45 p.m. to 1.15 p.m....Every 10 minutes.
1.15 p.m. to 1.45 p.m....Every 15 minutes.
1.45 p.m. to 2.15 p.m....Every 10 minutes.
2.15 p.m. to 5.00 p.m....Every 15 minutes.
5.00 p.m. to 8.00 p.m....Every 10 minutes.

NIGHT CARS.

8.50 p.m. and 9 p.m., 9.30 p.m. to 11.00 p.m. every half hour.
11.00 p.m. to 11.45 p.m. every quarter of an hour.

7.30 a.m. SUNDAYS.

8.00 a.m. to 10.30 a.m....Every 15 minutes.
10.30 a.m. to 11.00 a.m....Every 10 minutes.
11.30 a.m. to 12 Noon....Every 15 minutes.
12.00 noon to 1.00 p.m....Every 10 minutes.
1.00 p.m. to 5.30 p.m....Every 15 minutes.
5.30 p.m. to 6.00 p.m....Every 10 minutes.
6.00 p.m. to 6.30 p.m....Every 15 minutes.
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NIGHT CARS as on Week Days.

SATURDAYS.

Extra Car at 12 midnight.

SPECIAL CARS by arrangement at the Company's Office, ALEXANDRA BUILDINGS' Des Voeux Road Central.

Season and punch tickets available for all cars not already full running at the time stated in the Company's time tables, but not for special cars, can be obtained on application at the Company's Office—No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Compradore order representing Bank Notes.

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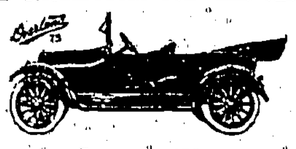
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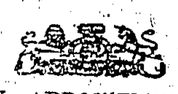
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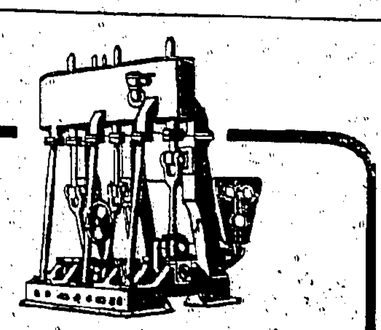
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An exact reproduction of a well-known Spa at half the price, Blends perfectly with Spirits, especially Whisky.

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Drink deep or touch not the Pyerian Spring,
There shallow drafts intoxicate the brain
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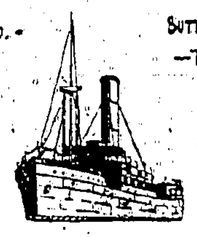
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THE WAR.

LATEST TELEGRAMS.

(Reuter's Service to the China Mail.)

THE WESTERN FRONT.

THE OPERATIONS IN FLANDERS.

LONDON, July 30.

The Paris Correspondent of *La Liberte*, in Flanders, states that after a brief lull the cannonade again started on Saturday morning, most furiously, and swelled, at ten in the evening, to an appalling roar, shaking the ground thirty miles distant. It was the British batteries that began and the German batteries replied more feebly.

British aviators, all the time extensively bombed the German communications and attacked the enemy air squadrons, the latter often consisting of 20 or 30 machines.

The *Temps* quotes a report in the *Vossische Zeitung* which mentions having seen 40 British observation balloons and that it anticipated that an infantry battle was about to begin. The *Temps* states that if the Germans expect a British offensive, they must bitterly regret the shattering of their Divisions in Champagne.

THE BRITISH FRONT.

LONDON, July 30.

Field-Marshal Sir Douglas Haig reports:—

"There were small patrol encounters near Bullecourt and Acheville.

LATER.

Sir Douglas Haig reports:

We raided, last night, the neighbourhood of Lombartzyde.

The enemy's artillery is more active in the neighbourhood of Armentieres.

Our aeroplanes bombed an aerodrome and two important railway stations and an ammunition depot on Saturday night, causing fires and explosions.

Bombing operations continue.

Yesterday there was great aerial activity until 10 o'clock in the morning when a thunderstorm prevented further flying. Many English aeroplanes were caught in the storm and four have not returned.

We brought down four enemy aeroplanes and drove down two.

Six of ours are missing, four of them being caught in the storm.

GERMAN REPORT.

LONDON, July 30.

A German official message, transmitted by wireless, states that the artillery activity has lessened on the Flanders front.

A French attack at Chemins-des-Dames, with at least three fresh Divisions, on a nine kilometre front, failed.

Attacks to the south of Ailles failed.

Ten aeroplanes were brought down.

A YEAR'S RESULTS.

BRITISH AND FRENCH PROGRESS.

LONDON, July 29.

Reuter's Correspondent at French Headquarters, summarising the events on the Western Front since the Somme battle in July 1916, shows that the British and French have taken 170,000 prisoners, of whom 3,500 are officers. They have also captured 948 guns, 780 trench mortars, 2,500 machine-guns and have forced the enemy to abandon 100 miles of fortified front.

The relative superiority of the British and French Armies has steadily increased and recent combats show that the French *morale* is as high, and the fighting spirit is as keen, as ever.

SWISS LOAN TO GERMANY.

BERNE, July 30.

Switzerland has decided to make Germany a substantial loan as the only means of securing coal, which is becoming more acute in Germany.

THE RUSSIAN RETREAT.

SIXTY MILES IN TEN DAYS.

HOW BRITISH ARMOURED CARS DAMMED THE PANIC.

LONDON, July 30.

The Germans have advanced 60 miles in ten days against the Russians.

Describing the Russian retreat, the *Times* Correspondent at the South-Western Headquarters, telegraphing on July 26, says that when he joined the British Armoured Cars, on July 17, nothing was known of the rupture on the Front of the Eleventh Army. The news came on July 23, after which he witnessed some strange scenes. A man on horseback dashed through Buczacz from where the enemy were 50 miles distant, shouting "The German cavalry is behind. Save yourselves." He was afterwards arrested, and proved to be a German spy. Indescribable confusion ensued. A multitude of deserters, waggons and ambulances fled to the east and the roadway was littered with impediments.

The Correspondent continues:—"We fought our way out through the inferno with sticks, fists and revolvers, as the deserters tried to storm the cars. When we got to the head of the rout, and placing the cars across the road, we dammed the tide of the panic. We reached Proskurof fifteen hours later and found the British nurses safe. They had been saved from the horrors which subsequently occurred at Podhajce, by the British sections, who, at Kozowa and Podhajce, fought gallantly to cover the Russian retreat, holding up the German advance for 20 hours."

The cars fought a series of rear-guard actions on July 23 and the following days, between Buczacz and Trembowla. When the Correspondent left the cars on July 25 their losses were twelve wounded and three cars lost. Owing to the defection of the infantry, several were abandoned to the swarming deserters. The Eleventh Army is now improving while the Eighth Army is retreating in fair order. It was the abandonment of the impregnable positions on the Sereth and the desertion of three Brigades and the Guards defending Tarnopol that imperilled the Eleventh Army.

General Korniloff is now executing deserters wholesale.

THE RUSSIAN FRONT.

SOME STUBBORN FIGHTING.

LONDON, July 31.

A Russian official message, transmitted by wireless, states:—

To the South of Husiatin, we repulsed an attempt to cross the Bruci River. We repulsed the enemy, after a stubborn battle, near Zalisnick. The enemy, persistently attacking, slightly pressed us back in the regions of Zvinucz Kiselie and Stecova. The enemy compelled us to retire in the Carpathians to the region of Kameral in Moldava.

The enemy pressed us back after a fight lasting all day, towards Myiotza on the Rumanian front.

A Zeppelin dropped 20 large bombs on Oeland Island, in the Baltic Sea, and enemy hydroplanes dropped bombs without success, on the islands of Tsoral and Arensburg in the Gulf of Riga.

GERMAN REPORT.

LONDON, July 30.

The official German report says:—

Despite the Russian resistance, we gained ground between the Dniester and Pruth and elsewhere.

We have taken several hundred prisoners, to the north of Focsani.

(Continued on Page 5.)

INTIMATIONS

NOTICE.

FROM and inclusive of To-day's date WE HAVE REMOVED our Offices from Queen's Buildings, Chater Road, to York Buildings, Chater Road, next to Messrs. S. Moutrie & Co., Ltd.

SNOWMAN & CO., LTD.

Hongkong, July 30, 1917. 1903

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(Incorporated in the United Kingdom.)

NOTICE IS HEREBY GIVEN that an INTERIM DIVIDEND at the rate of 9 per cent for the year ending 31st December 1917 has been declared. The dividend will be payable on and after WEDNESDAY the 15th day of August 1917, to Shareholders on the Register on SATURDAY the 4th day of August 1917, and will be paid to shareholders on the Colonial (Hongkong) Register at exchange of 2/6½ per dollar.

By Order of the Board,
W. E. ROBERTS,
Secretary.

Hongkong, July 23, 1917. 1982

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FROM ALL TOBACCONISTS.

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BRITISH-AMERICAN TOBACCO Co., Ltd.

LONDON LETTER.

(From Our Own Correspondent.)

LONDON, June 15.

DRESS CONSERVATISM.

We are a conservative people in the matter of dress, and though laundry prices have gone up to an amazing figure, and all sorts of changes have been suggested, I do not see any abandonment of the dress shirt in the theatres, nor anything more than a fairly general adoption of soft collars outside. In the City the top hat survives, but it has almost disappeared from the West End. The fact that the King nowadays seldom wears anything but uniform when out of doors has a certain amount of influence on this matter.

As for the women, the older and stouter they are the shorter are their dresses. One cynic has suggested that the dowagers will soon be wearing kilts in their anxiety to appear as sprighty as school girls.

THE OLDSTERS.

It now appears that the men over forty-one are not to be dealt with compulsorily. The idea has been whittled down to include those who are fit and anxious to volunteer. This has set at rest much anxiety in the minds of the middle aged.

Thus another much trumpeted project comes to little. As for the National Service scheme, established at St. Ermins' Hotel and lavishly supplied with money, it has drifted into a backwater, and any day may see it wound up. All it is doing now is to find a few substitutes for men called up, and on official showing those thus placed have cost the nation eight guineas apiece to find. That they are not worth it may be judged from the fact that one farmer had a bath chair pusher sent to him to take the place of a trained cultivator, and a Stock Exchange man was told if he would make his way to Newcastle he could be given work as a furniture remover.

WOMEN WORKERS.

The brightest spot in the whole labour question is the keenness of the women. I went through some factories this week where 4,000 women are employed on exceedingly important work, on which the lives of the soldiers depend. The manager told me the anxiety of the women to 'do their bit' was quite remarkable. "I have only to point out the extreme necessity for their work to be perfect, in order to protect our men" said he "and if I am not careful the whole crowd of them are in tears. But thereafter they will not spare themselves at all. They are earning their money and I am afraid they are spending every cent of it. That is why the caterers for feminine tastes in this country are having such a roaring trade." A few minutes after he spoke I had passed into the street and I saw one of the women go over to a shop and buy strawberries for her lunch at 1s 9d a pound that she could have bought a week later for 4d. They were the newest thing on the market and she was out to get the best while she could.

Farmers tell me the country women, too, are this year keen to work on the land: quite different from former years. Even the girls from the cities who have gone to work on farms are mostly sticking to their duties. But there are others. I chanced to pick up the school organ of a girls' college in North London the other evening and I came upon this paragraph.

"One of our old girls is now in a Government department. Next to her is a girl who went to work on a farm, but gave it up. 'What do you think' she said 'we had to do! We had to go out at half-past four in the morning and bring in and milk the cows. The first time we went it was dark and we could not see a thing. But we brought the animals in from the field we went to all right. But when we went to milk them, what do you think we found? We have brought in the horses, and not the cows at all."

RATIONING.

Mrs. Pember Reeves, wife of the Director of the London School of Economics, has been engaged for the past few months on a compulsory rationing scheme. This has been part of her work since she accepted the post of Woman Director at the Ministry of Food. The German system, she says, has been examined in every detail, and every part has been considered carefully, so that if we have to resort to compulsion there will be nothing used by the enemy that we shall not be able to incorporate if we choose. Mrs. Pember Reves, however, considers that a certain amount of injustice is inherent in every scheme, and those who are demanding compulsion most loudly would be the first to complain. England, "she thinks, is too proud, independent and great to submit readily to a system of compulsory rations.

IMPERIALISTS.

The men who are to take part in the work of the Inter-Departmental Committee to prepare a scheme for the establishment in London of an Imperial Mineral Resources Bureau include representatives from parts of the Empire. Among them are Lord Islington, ex-Governor of New Zealand, and Sir Thomas Mackenzie, High Commissioner of the Dominion. The latter is also on the Dardanelles Commission and the After-the-War Air Craft Inquiry. He is thus a very busy man indeed, but the interests of his Dominion are never neglected for his exterior activities.

General Smuts, the South African leader, has made arrangements to remain here for a time, and it is extremely likely that he will be appointed a member of the War Cabinet. Some of his speeches since he came to England have shown such a lofty tone and clearness of vision that they have been reprinted as pamphlets and sold at a popular price, for Imperial propaganda.

OUR DEBT TO GAS.

A TRIBUTE TO THE ENGINEERS.

Lord Moulton, Director-General of Explosives Supply, who was elected President of the Institution of Gas Engineers, paid a high compliment to the industry.

It was, he said, the gas industry which had supplied the country with the means of self-defence. Without the direct aid of the gas industry and the assistance of the knowledge which had been acquired by those who had devoted their lives to it, it would have been perfectly impossible for this country to wage the campaigns of the last three years.

Mr. Guy Calthrop, the Coal Controller, said that two of the greatest problems he had to deal with were, first, to see that there was a reasonable supply of coal to London and the counties of Great Britain most remote from the coalfields during next winter, and, second, to help the railway companies so far as he could in their present difficulties of transport.

They were engaged in getting out a scheme by which they hoped a great deal of the railway transport of coal would be reduced. The idea was to secure that the coal should be consumed at points as near as possible to its output. The scheme so far as they had got at present dealt with upwards of 40,000,000 tons per annum.

CALL FOR WOMEN MEDICOS IN INDIA.

The Allahabad, *Pioneer*, says the Government of India are considering the advisability of employing a certain number of medical women in India in Hospitals with view to setting free more medical officers for Military service; and the names of medical women prepared to offer their services are being called for.

It is understood more than 200 applications have already been received in response to the appeal for volunteers for temporary Commissions in the Indian Medical Service.

LOSING WEIGHT BY THE POUND

"Under Weight," a condition of ill-health, shows your assimilative powers are decreasing.

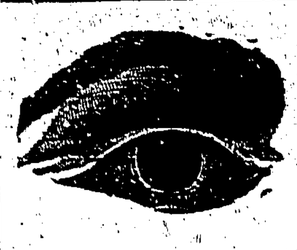
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No. 2 Dock, Kowloon	571'	76'	18' 6"	7' 6"	
Nos. 3 & 5 Docks, Kowloon	450'	62' 6"	14'	7' 6"	
Patent Slip, No. 1, Kowloon	240'	60'	12'	7' 6"	
Patent Slip, No. 2, Kowloon	230'	60'	12'	7' 6"	
TAI-KOK-TSUI					
Cosmopolitan Dock	466'	57'	20'	7' 6"	
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VALUABLE HOUSEHOLD FURNITURE,
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Consisting of :—

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Auctioneers.

Hongkong, July 28, 1917. 1992

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WITHOUT RESERVE.

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How Run Down, Nerve Sick, Discouraged Men and Women are Finding New Nerves, New Health, New Life, New Courage

WHEN the alarm clock rang this morning did you bound from bed, wide awake, bright eyed, clear minded and whistle while you dressed? Did you go to breakfast with the appetite of a horse and leave for work feeling "fit, brimful of ideas and energy, ready to do your work with a will?

Not if you're the average citizen. You stretched and gaped and said, "another day" and you arose slowly feeling vaguely despondent and uneasy and not a bit rested. The day's tasks were a thing to dread. Something nasty had crawled in your mouth and slept there all night. You had no appetite, your work was mechanical and lacked purpose. True you got in the rut finally and pulled through after a fashion, but you weren't a success and you realized it. You lacked ambition, energy, vim, nerve force and you couldn't concentrate. There was no joy or happiness in the day's work or the reward it brought you.

Such symptoms don't necessarily prove that you are ill, but they are certain indications of weakened nerve force and evidence that your nerve cells are not being properly nourished and strengthened. Your whole system—mental and physical—is below par and you are only 50 per cent. efficient—just half your real self. In such a condition you can do nothing better or get quicker action than by taking a few weeks' treatment of the wonderful remedy called Sargol. This is the most remarkable prescription ever found for putting back the "good old pep" in folks who are chronically tired, devitalized or run down. The chief reason for its success is that it contains some of the most important elements of active living nerve force. Sargol acts quickly. It gets straightway into your nerve cells and blood and freshens and brightens you right up. It gives you ambition, courage, will-power and real vital vim and does not contain a single habit forming drug. It is always safe, easy, pleasant and efficient. A. S. Watson & Co., Ltd., The Victoria Dispensary, The Pharmacy, Queen's Dispensary, The Edward Dispensary and leading chemists everywhere sell it. 40 tablets to a package.

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Hongkong, May 9, 1917. 1777

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BERLIN TO-DAY.

PUBLIC KITCHENS.

SOAP £1 10s. PER LB.

[BY F. SEPTON DELMER, IN THE "DAILY MAIL."]

In this article I am going to give a detailed account of how Berlin tries to feed its millions by means of the volkskuchen or public kitchens.

Let me begin by dispelling the common British illusion that the German public kitchen is a charitable institution. It is a State-Socialistic institution and is based not on charity but on co-operation. The Germans are far too clever to debauch the social conscience and the productive energy of the poorer classes by accustoming them to depend upon charity to help them out of their difficulties.

Although the Berlin public kitchen is by no means to be regarded as a model institution, the principle on which it is founded seems to me a right one. Its main object is to save food by eliminating the waste of labour, fuel, and material involved in the system of separate houses hold kitchens, and to provide not free meals but thrift meals. Berlin has now had these public kitchens for about a year, and there is no doubt that in some improved form they will survive after the war. They are now to be counted by dozens, and are dotted about at various strategic points throughout the whole metropolitan area, so that no resident has very far to go to reach one. My home in Berlin was in the Flotow Strasse, on the edge of the famous Tiergarten, Berlin's "Hyde Park," in a district corresponding, let us say, to the Bayswater or Kensington district, and the public kitchen we patronised was in a big municipal school, not more than five minutes on foot from my front door."

MIDDLE-CLASS PRIDE.

Several of the big market-halls that had been put out of action by the war have been refitted by the municipalities to serve as public kitchens; it has involved an expenditure of something like 2,000,000 marks (£100,000, if I can trust my memory. In these immense central kitchens the food is cooked in huge boilers, made for the purpose, the vegetables being washed and peeled by machinery. From here lorries bring the thousands of gallons of Suppe (hot-pot) in airtight cauldrons to the distributing centres. These centres are generally located in the gymnastic halls (Turn-hallen) of the big Government schools.

The heavy work of transport is done for the most part by convicts serving sentences of hard labour, the driver alone being a Government official. The soup is then dealt out by women who volunteer for the work. A characteristic labour-saving detail is that the ladles these women use are specially made to contain one litre (almost a quart) this being the maximum portion allowed to each person.

The public kitchens are run by the various town councils of Greater Berlin, which have the best opportunities of obtaining the necessary raw materials from the supplies already requisitioned by the State with the minimum of intervention by the profiteering middleman.

During the winter there were times when my family and I found it practically impossible to get along without having recourse to the public kitchens—I mean at periods when there were absolutely no fish, no eggs, no potatoes, and no vegetables to be had, and only half a pound of meat per person per week. The middle and professional classes rather hung back at first, and it was amusing to see how people we knew followed suit once they found us "proud English" unblushingly lining-up with our enamel pot in a tea-basket.

MANGEL-WURZEL MIXTURE.

The one-course bill of fare of the mid-day meal is chalked up in its daily variations on a blackboard in a prominent place at the entrance to the kitchen. The meal provided consists of a kind of thick soup that we should call hot-pot. This hot-pot would one day contain Nudeln, a German variation of macaroni. It would have been very good if it had not generally been musty; it was always welcomed with delight on account of its filling properties. Next day there would be mangel-wurzels, cut into small cubes and boiled in water thickened with barley or oatmeal. This dish was generally greeted with satirical remarks.

Another day there would be stock fish, the most unappetising dried salt fish imaginable, boiled to shreds and thickened with potatoes. I have often seen this fish in the back streets of Genoa, but never thought I should eat it. It excited no enthusiasm among the hungry Berliners. But when on another day Sauerkraut (shredded cabbage that has been allowed to ferment in brine) appeared on the notice-board, their faces were wreathed in smiles. On Sundays there is generally 2 inches of sausage in addition to the quart of "hot-pot" allowed to each person. On New Year's Day, 1917, we were even treated to rice and prunes!

During the time of strike and unrest the menu grew perceptibly better, and pea-soup once more appeared, but soon afterwards mangel-wurzels (woe is me!) came into their own again. We paid fivepence a quart, which was a fair average price. This hot-pot was sometimes fairly good, and it was always infinitely better than the food provided at Bublcbern while I was there; but as a rule, had we not been really hungry, we could not have eaten it at all.

No food can be got from such kitchens unless a person has been registered as a customer at latest by the Thursday for the coming week, and he must register for a whole week at a time. This involves the sacrifice of 3lb. out of the 5lb. of his potato ticket for the week, and seven-tenth of his meat ticket (the whole ticket throughout the winter being only 1lb.). Through this method of registration the purveyors are enabled to estimate almost to a ladleful the amount of food required at each centre.

Middle-class families always sent a servant girl to fetch the food and consumed it at home, as did the poorer people also for the most part but young people in situations who preferred to eat their dinners at the public kitchen could do so at tables provided for the purpose. The table appointments were of the plainest, but clean.

THE WELL-FED ARMY.

Were the people satisfied with this arrangement? There is no doubt that it would have been a great deal more popular had the people not been obliged to give up such a large portion of their meat and potato tickets. They were, on the whole, very chary of criticism, being apparently afraid to find fault too openly with food provided by such an official body as the "Berliner Magistrat," which corresponds to the London County Council.

To keep these public kitchens up to even a moderate standard of efficiency the municipalities have had to encroach upon the food supplies reserved for the army. The military commissariat has even been forced by the stern protests of the municipalities, who feared that the patience of the people at home was being tried to breaking point, to give up quantities, not large, it is true, of rice, peas, and beans that had been long since requisitioned for the officers and soldiers. The officers are said to have particularly good fare, and they certainly always look well fed. If anyone is starving the women and children of Germany, it is the German army.

Just before I left Germany there were signs of a new potato famine after a period of several weeks during which people had no difficulty in obtaining the 5lb. weekly their ticket entitled them to.

One word more as to the shortage in raw materials, a shortage the Germans say as little as possible about in the newspapers.

In all these economic matters, as well, as in military affairs they will "bluff" as hard as they can to the very last moment. The confiscation of all zinc bath tubs is threatened; the organ pipes and bells of churches disappeared long ago. The leather straps attached to the windows of railway carriages have been removed. Oils of all sorts are practically unobtainable. I heard of a Berlin lady only a few weeks ago who gave 200 marks (£10) for 10lb. of ordinary salad oil and thought herself lucky to get it. "Paraffin may not be sold in the shops between April 1st and September 30th. Methylated spirits can be obtained only by people in special trades who have a permit. Ammonia, boracic acid, vaseline, and glycerine have disappeared from the shops, and one has almost forgotten that such a thing as benzine ever existed. Turpentine came to an end long ago. How the painters still contrive to paint the houses is beyond me, but somehow they manage it.

The Germans have during this war displayed wonderful ingenuity in finding something that does "almost as well" for everything in the world. Their list of substitute materials is inexhaustible. Not long ago we heard that huge orders for white table linen had been placed with several firms. These cloths were by no means intended to deck the soldiers' tables but were to be used as lining for their boots. Such straws serve to show which way the wind is blowing. As for soap, it is a luxury. Early in May I saw a pile of common soap of Dutch origin at Wertheims'—a sort of Berlin Whiteley's. It costs about 7s. 6d. for 250 grammes (a little more than ½lb.), and was selling readily!

A HINT OF THE FUTURE.—Sir Hubert von Herkomer, the well-known artist, who died recently, used to tell an amusing story of a London art-dealer. This man had two beautiful reproductions of the painting, "The Approaching Storm." One of these pictures he placed in the show-window, but it did not sell. At length, in order to draw attention to the picture, he used the words, "The Approaching Storm," especially suitable for a wedding-present.

TRONOH MINES.

The rise in the price of tin more than compensated for a reduction in output during 1916 on the part of the Tronoh Mines, and this, together with less expenditure, is reflected in the improved profit of £47,000, out of which dividends totalling 4s. per share, less tax, were paid as compared with 2s. free of tax, while £20,600 is carried forward, against £19,000 brought in.

From the remarks of the general manager it would appear that pending the installation of a new dredge a further reduction in output is to be expected but in view of the subsequent further increase in the price of tin it would not seem that the company will be any the worse during the year, while there is a prospect of increased receipts upon investments consisting of £50,500 gilt-edged securities and £70,000 mining shares, the market value of the total being put at £180,500 by taking in Sungei Besi shares at a valuation of 30s. per share. The extent of the latter is not disclosed, but according to the report issued a year ago these amounted to 77,000 shares out of the total issued capital of £111,000.

In the past year Sungei Besi made a profit of only £14,000 as compared with £32,000, but commenced dividends with a payment of one shilling per share, the reduced profit being due to a smaller output in consequence of the extraction of the greater proportion of the tin won from ground not previously expected to yield profitable returns. The general manager suggests that large returns of tin ore can be confidently looked for. The Tronoh South Mines in which the company is also interested, paid a dividend of 6d. per share last year, but the immediate outlook appears dubious, although in regard to a portion of the company's property the general manager reports that payable ore will shortly be obtained from which he expects good tin returns.

AN ARCHAEOLOGICAL DISCOVERY IN KOREA.

SITE OF CAPITAL OF ANCIENT KINGDOM IDENTIFIED.

It is reported that Dr. Sekino, and Mr. Yatsui, Government-General Commissioners, and party, recently on a tour of archaeological exploration in north Chosen, have discovered the site of the capital of an old Corean Kingdom known as Kokuryo. This Kingdom, says the Seoul Press, flourished at an early stage in Corean history, i.e. from 37 B.C. till 668 A.D. It first established its capital at a place called Kukuai and then removed it to Kwandosing, the site of which has long been a subject of discussion by archeologists. About 1,500 years ago the capital was removed to Pyongyang and continued there until its downfall. Dr. Sekino published a few years ago his views that the site of the first capital was Tungkow, a town in the Chinese region beyond the capital Yalu. As a result of the recent exploration, Dr. Sekino has now formed his opinion that the site of the second capital must be Yushulintze; also in the Chinese region beyond the Yalu. He discovered several hundred ancient tombs of the Kokuryo period around there and topographical features of the place corresponded with those recorded in history.—*Kobe Herald.*

The recruit was both sulky and stupid, and strongly resented the inquisitorial character of the questions put to him. At last the sergeant turned to him and sternly said, "Look here, young fellow, you've got to give a straight answer to questions put to yer. Now, then, where were you born?" Then came the answer slowly, as if the information imparted were grudged: "London—right hand side, going in."

A veteran khaki on a tramcar was puffing contentedly at a battered briar-root pipe. "That's an old warrior," remarked a fellow-passenger. "Aye, it's a warrior," replied the soldier holding out the pipe; "tak' a look o't." The bowl was neatly carved with the names of some of the most famous battles of the war. "We were baith there," added the soldier tersely, and, lifting his kitbag took his way off the car.

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makes blood—lots of it—life giving, brain nourishing, strength replenishing blood.

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Four Million Families all over the World supply their needs from us;

WHY DON'T YOU?

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HONGKONG.

To-day's Advertisements

LOST.

ENVELOPE addressed:—
REGISTER.
"S.S. "YUE YING WA"
Containing provisional Ship's Register. REWARD to finder returning same to this office.
Hongkong July 31, 1917. 1996

THE CALENDAR.

MEMO. FOR TO-MORROW.

11 a.m.—Auction of Household Furniture etc. at No. 14, Salisbury Avenue, Kowloon.

General Memoranda.

FRIDAY, August 3:—
1.11 p.m.—Full Moon.
FRIDAY & SATURDAY, August 4:—
10.45 a.m.—Auction of Jewellery, Silver-ware, Jadestone etc. at Messrs. Hughes and Hough's.
SATURDAY, August 4:—
Anniversary of Declaration of War between Great Britain and Germany (1914).
Launching of two Ships at Kowloon Docks.
MONDAY, August 6:—
General Holiday.
SATURDAY, August 11:—
10.30 a.m.—Auction of Household Linen, Brass-ware, etc., at Messrs. Hughes and Hough's.
MONDAY, August 13:—
Hongkong and Shanghai Bank Dividend due.
3 p.m.—Auction of No. 7 Queen's Road Central at Messrs. Hughes and Hough's.
WEDNESDAY, August 15:—
H.K. Tramway Co's. Dividend due.
MONDAY, August 27:—
Noon.—Auction of Kowloon Inland Lot No. 209 at Mr. Geo. P. Lammert's Sales Rooms.

THE 'CHINA MAIL.'

NOTICE.

Communications relating to news should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with any communication addressed to the Editor, not necessarily for publication but as evidence of good faith.

All matter for publication should be written on one side of the paper only.

Letters relating to business should be addressed to THE MANAGER.

Rate of subscription to "China Mail" is $36 per annum; per quarter and per mensem 'pro rata'.

The 'China Mail' is delivered free to subscribers in Hongkong and Kowloon.

Postage is Charged at the rate of fifty cents per month.

Orders for extra copies of the 'China Mail' should be sent as soon as possible as the supply is limited. Cash 10 cts., Credit 20 cts., per copy.

Rate of subscription to the "Overland China Mail" is $12 per annum: postage $1 per annum extra. Single copies twenty five cents each.

Alterations and additions to Advertisements in Pages 2, 3, 6, and 7 should be sent to the Office, No. 5, Wyndham Street, not later than 11 30 a.m.

Alterations and additions to Advertisements in pages 1, 4, 5 and 8 should be sent not later than 1 p.m.

New Advertisements should be sent in before 2 p.m.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

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The China Mail.

HONGKONG, TUESDAY, July 31, 1917.

THE WAR AND MERCHANT SHIPPING.

THE statement made by Mr LLOYD GEORGE to the journalists who interviewed him in Paris last week was very reassuring in all respects and in none more so than in his references to the way in which the Allies are meeting the German submarine campaign. The Germans took a long view of the present war, and in inaugurating a ruthless submarine campaign against the shipping of all nations, they were doubtless looking forward to the ending of hostilities and to Germany's re-entry into the commercial struggle for supremacy. With a very large percentage of her shipping laid up in German harbours or in the harbours of distant neutral countries, Germany has doubtless hoped that her shipowners at the close of the war would have a great advantage over the British shipowners, and indeed over all others. So far as British shipping is concerned, that is already seen to be a disappointed hope. Lord CURZON in a speech a few weeks ago stated that before the war, in June 1914, there were 10,134 British vessels of over 1,600, amounting to a tonnage of 20,523,706. In December 1916 there were 9,757 British vessels in the same category, with an aggregate tonnage of 19,765,510. Some 600 large vessels had, therefore, been lost in two and a half years of war. More correctly stated, a larger number had been lost by enemy action and normal casualties at sea, but 600 out of the total losses had not been replaced. The rate of loss has been greater this year than in any previous stage of the war, owing to Germany entering on what she calls "unrestricted submarine warfare," which are piratical operations in which every law of warfare is ignored. The fact that down to the end of last year our output of new ships had not kept pace with the rate of destruction was a very disturbing fact when the increased ratio of losses early this year was considered; but this tendency of losses to increase has now been more than checked; the weekly returns for the past three months have shown a steady decline and Mr. LLOYD GEORGE's statement that the shipbuilding yards of the United Kingdom would produce next year 4,000,000 tons of shipping, in comparison with 2,000,000 tons in the most favourable peace year, shows that early relief for an alarming situation is in sight. Germany may be successful in destroying the shipping of neutral Powers—Norway has lost already nearly half of her fleet—but with the greatly increased output of the British yards and the tremendous fillip given to shipbuilding in the United States, and in Japan, Germany will not find herself in the favourable position, as regards mercantile shipping, at the end of the war that she doubtless contemplated when she embarked upon her policy of piratical outrage. Owing to the fact that this policy has brought the United States and other neutrals into the war on the side of the Allies, it is probable that at least one half Germany's own mercantile fleet is now being employed in helping to defeat the the principal object of her submarine campaign. Germany, therefore, cannot reckon on more ships for the resumption of her overseas trade than she possesses in her home waters.

NEWS OF THE DAY.

LOCAL AND GENERAL

A Promenade Concert has been arranged for to-morrow (Wednesday) evening from 9 to 11 p.m. under the auspices of the Police Reserve, whose Band will be in attendance. The Concert takes place at North Point.

The *Peking Gazette* of the 21st inst says: We regret to learn that owing to the illness of his daughter Claire, who, it is feared, has contracted scarlet fever, the American Minister and Mrs. Reinsch are in quarantine at their summer residence at Peitaiho.

The telegram quoted below was received by the American Consulate General, Hongkong, from the Manila Observatory at 1 p.m. to-day:—Warning. Low-pressure area extending from China Sea to east of Balintang and Bashi Channels. An circular depression may be forming in it to the N. W. of Luzon.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the Funds of the Hospitals.

Ho Chak Kai	$100
Yung Tsz Ming	100
Tse Kam Wa	100
Chan Kang Co	100

Capt. Pottinger, of the s.s. *Linan*, reported to the Harbour Office yesterday morning, that at 7 a.m. on Saturday, while approaching the Colony he sighted an overturned junk about 5 miles W. by S. of Waglan. On the bottom of the junk were 5 men, 1 woman, 2 boys and 2 girls, who were safely got on board the *Linan* and brought to Hongkong. The Chinese say that they were four days and four nights in that precarious position, but this is doubted as they would certainly have been sighted and rescued before.

Another man who has lived to read his own obituary notices in the Press, apparently, is General Alexieff. A report has recently been published in Japanese papers of his death, and, as he was at one time Viceroy of the Russian Far East, his reported death has been the subject of many paragraphs. But in a cable to-day we have mention of General Alexieff going with the Russian Prime Minister to the Military Headquarters for a conference with the commanders on the various fronts. So that the venerable General seems to be still very much alive.

CLOSING QUOTATIONS.

4 p.m.

Hongkong Docks	$118	buyers
Wharves	72	buyers
Ropes	97½	buyers
Shanghai Cottons, *Ex*	136	buyers
Kung Yiks	15½	buyers

HONGKONG TRAMWAY CO., LTD.

Approximate statement of traffic receipts for the week ending 28th July:—

	Receipts for week	Aggregate Receipts for 30 weeks
	$	$
This year	11,660	400,156
Last year	17,172	420,137
Increase	—	—
Decrease	5,512	19,981

GREAT LONDON ESTATE.

PUT UP FOR SALE AND WITHDRAWN AT £540,500.

What the auctioneer, perhaps with a little pardonable exaggeration, described as one of the finest estates in the world, was offered for sale at Winchester House last month.

It is a large area in West Brompton, Earl's-court, Kensington, and Chelsea. Upon it there are 1,340 houses, 19 blocks of flats, 18 shops, 150 stables, and three public-houses. When James Gunter, the famous pastrycook, bought the ground at the end of the eighteenth century it was mostly occupied by florists' nurseries. Lt.-Colonel Sir Nevill Gunter is the owner, and he is on service in France.

The property produces £71,222 from freehold ground rents, and has an estimated ultimate rent-roll of £200,000 a year.

Bidding began at £350,000, and very soon reached £540,000. The highest bid was £540,500, and as this did not reach the reserve price the property was then put up in lots. Some of these were sold, but the most important were withdrawn.

CHINESE AFFAIRS

GERMAN INTRIGUE.

IMPORTANT ARRESTS.

(*The "Chinese Mail's" Service.*)

SHANGHAI, July 30.

General Wei Hing Moo, who was in charge of the Germans in the vicinity of Peking, has been arrested. It is supposed that he has lent himself to German intrigues.

Chien Hsi Lum, the superintendent of the training institution for police dogs, and a German named Siegebert, employed by the police, have also been arrested.

Siegebert is now believed to be the German who brought Chang Hsun to the Legation quarters at the instigation of Wei Hing Moo.

All Germans previously interned near Peking have again been interned.

The Government is in possession of evidence that Wei Hing Moo was plotting to prevent General Feng Kuo Chang from coming to Peking and to effect the escape of Chang Hsun.

PREPARING TO RECEIVE GENERAL FENG KUO CHANG.

PEKING, July 30.

Preparations have been completed for a grand reception of General Feng Kuo Chang, who is expected to arrive at Peking on August 2.

CANTON'S CIVIL GOVERNOR AND THE CENTRAL GOVERNMENT.

PEKING, July 30.

Reuter's Correspondent has telegraphed from Canton that Chu Ching Lan intends to ignore the order of the Central Government that the members of the Provincial Assembly shall assemble at Canton without undue delay.

THE PREMIER'S POLICY.

TO JOIN THE ALLIES.

SHANGHAI, July 30.

Tuan Ki Sui, the Premier, has formulated an administrative policy as follows:— To join the Allies; to unify the country; to establish a Provisional Senate; to reorganise the military system and to unify finance.

THE SALE OF "LYSHOLT."

PURCHASED BY MR. HO KOM TONG.

To-day at noon, under instructions from Messrs. Wilkinson and Grist, the property known as "Lysholt" was sold by auction at the Auction Rooms of Mr. G. P. Lammert, in Duddell Street.—Before opening the bidding, the auctioneer, Mr. H. A. Lammert, drew special attention to the fact that purchase could only be made subject to the approval of H. E. the Governor.

There were only two bidders—Mr. Henry Humphreys and Mr. Ho Kom Tong.

Mr. Humphreys opened the bidding with an offer of $20,000 and this was taken by increases of $1,000 to $25,000 whereupon Mr. Humphreys jumped $5,000, making his bid $30,000. From that figure the offering went by alternate bids of $1,000 to $37,000. Here Mr. Humphreys dropped out and the property was knocked down at that figure to Mr. Ho Kom Tong.

The property consists of a parcel of ground situated on the Peak and a large residential building. The area of the property is 124,032 square feet, the Crown Rent of which is $85 per annum.

It was formerly in the occupation of the German Consul.

HONGKONG CRICKET CLUB.

SUMMER TENNIS TOURNAMENT.

The entries for the Hongkong Cricket Club's Summer Tennis Tournament are as follows. The handicapping has not yet been done:—

Asst.-Pay. N. Wright, R.N., and Assist.-Pay. Robinson, R.N.
A. A. Claxton and F. E. Joseland.
F. W. Cary and T. H. de Rome.
S. E. Green and P. H. Cobb.
P. P. J. Wodehouse and C. Thorne.
H. Murray Bain and U. C. Galluzzi.
H. E. Muriel and A. Morse.
F. Bevington and H. J. Vermey.
Basil Raworth and J. H. Congdon.
O. C. Stark and W. P. C. Trafford.
H. Handby Fegg and B. M. Henderson.
E. Abraham and J. Stalker.
H. E. Murray and M. M. Maas.
M. Ronet de Jornet and M. Wollers.
G. B. Layton and A. C. Leith.

CRAMP COLIC.

NO need of suffering from cramps in the stomach, or intestinal pains. Chamberlain's Colic, Cholera and Diarrhoea Remedy never fails to relieve the most severe cases. Get it to-day, there will be no time to send for it after the attack comes on. For sale by all Chemists and Storekeepers.

THE MAGISTRACY.

THEFT BY A HOUSE BOY.

In Mr. Wood's Court this morning Mr. C. McKenzie, of No. 24 Nathan Road, Kowloon, charged his house boy with the theft of three blankets and a leather suit case, to the total value of $30, which he alleged the defendant stole from his residence on the 20th instant.

Mr. McKenzie after identifying the blankets and suit case as his property, deposed that the defendant entered his employ on the 15th instant and on the 20th instant absconded with the stolen articles in his possession. Whilst the witness was riding in a tram in Queen's Road Central last Sunday, at about 3.30 p.m. he saw the defendant in the street. Witness immediately left the tram, arrested the defendant, and took him to the Central Police Station.

In answer to the charge, the defendant stated that whilst in the employ of the complainant, the complainant told him that he was doing his work too quickly and when he did his work more slowly the complainant said that he was too slow. Furthermore, that Mrs McKenzie on three different occasions had beaten him on the head with a feather duster. The complainant turned the defendant out of the house and refused to pay him his wages. When the defendant threatened to take civil action against the complainant for payment of his wages the latter gave the defendant the blankets and suit case in lieu of the money due him for his service.

Mrs. McKenzie gave evidence which corroborated the story told by her husband. She denied having beaten the defendant with a feather duster. The defendant had not been given the blankets or the suit case, nor was he turned out of the house.

After further evidence His Worship, addressing the defendant, said: "I do not believe your story. I sentence you to six months' hard labour."

ALLEGED KIDNAPPER COMMITTED FOR TRIAL.

Before Mr. A. Dyer Ball this morning a case was heard in which a Chinese was charged with kidnapping two little girls one ten and the other thirteen years of age, from No. 60 Ship Street, Wanchai.

Evidence was given to the effect that on the 20th instant the defendant took the two children from Wanchai to Yaumati. Later he brought them back to Hongkong and attemted to take them aboard the s.s. *Kinshan*, whilst the steamer lay at the wharf.

The defendant pleaded not guilty to the charge. He told the magistrate that the children had followed him. He had ordered them away but they would not obey him.

At the conclusion of the hearing His Worship committed the defendant for trial at the next Criminal Sessions of the Supreme Court.

THE GERMAN RAILWAY RECORD IN CHINA.

Much has been written about German commercial methods and achievements in China, but, says *Engineering*, little about the cost of construction and management of those Chinese railways for which Germans are, or have been, responsible. Germany has constructed two railways in China, the Shantung Railway and the Northern Section of the Tientsin-Pukow Railway, both of which are in the Province of Shantung. The first is 284 miles in length, and was built with German capital for a German company, and opened for traffic in 1904. It connects the once-German port of Taingtau with the capital of Shantung province, Tsinanfu. The line was exceedingly costly considering the easy country traversed. As this line probably created German standards of construction for other German ventures, *Engineering*, giving the separate items, shows the cost to have been about £9,200 per mile without rolling-stock. It should be noted that the mileage given for this line includes 28 miles of branch lines, whose standard of construction is inferior to that of the main line. No allowances have been made for this in the cost per mile given. The price paid for land on this line was £19 10s. per acre. The original price was about £6 per acre. The price paid for earthwork was 5.2d. per fang of 100 cubic feet. For this certainly no more than 4d. per fang should have been paid. The amount spent on stations, continues *Engineering*, is also high, but the type of station adopted is far more elaborate than is usual on other lines in China. The most mysterious item of expenditure is that on materials, which appears to be very heavy indeed. Contrasted with this £9,200 per mile for the Shantung Railway is the cost of £5,300 per mile for the first 90 miles from Peking southwards of the Peking-Hankow Railway, of the Peking-Mukden Railway constructed by the British engineers. This, too, included rolling stock. The earthwork was for double line, and the cuttings worked out at 100 ft. per mile, or more than twice those on the German-built Tientsin-Pukow line.

COMPANY MEETING.

THE UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

The twenty-first annual general meeting of the United Asbestos Oriental Agency, Limited, was held at the offices of Messrs. S. H. Dodwell & Co., Ltd., Queen's Buildings, at 11.30 this morning.

There were present:—The Hon. Mr. S. H. Dodwell (Chairman), Messrs. G. Morton Smith, A. Ritchie, A. Denison and Mr. G. R. Edwards (Secretary).

The CHAIRMAN said: Gentlemen,—The result of the year's working shows an increase in profit on trading of some $7,300 as against last year. Including $1,009.24 brought forward from last year, there is $28,705.23 available for distribution, and I trust you will all approve of the allocation recommended in the report. The year under review has been a good one, due partly to exceptional circumstances. Recently a much larger proportion of local shipping has been withdrawn for national service in other waters and it is consequently difficult to foresee what the prospects for the year 1917-1918 will be. Therefore, following the course adopted by several other of our local Companies, your General Managers have recommended that a larger sum than usual be carried forward to next account. The amount due under Sundry Debtors is exceptionally large, but it has all been collected since the books were closed for the year. The Stock has been carefully checked by the Superintendent and ample allowance made for depreciation. It is unusually small but this is partly due to the high Exchange at which it has necessarily been taken in. It becomes of course increasingly difficult to get early delivery of materials from home and from America, but together with purchases on the way your General Managers consider the stock is sufficient for the purposes of the Company's business. You will notice that it is proposed to contribute $2,000 to War Charities, a suggestion that I am sure will appeal to Shareholders. I will, however, propose this contribution separately after the report and accounts have been adopted. I think, Gentlemen, there is nothing more for me to say. I beg to propose the adoption of the report and accounts as presented.

Mr. A. DENISON, in seconding the motion, said: Gentlemen,—I think the shareholders are to be congratulated on getting such a large dividend this year. I think their thanks are due to the General Managers and the Staff for the way in which they have run the Company. I think it a good idea to present a small sum to War Charities. I do not think I can add more, as the Chairman has fully covered the ground. I beg to second that the report and accounts be adopted.

The motion was carried.

The CHAIRMAN proposed, and Mr. G. MORTON SMITH seconded, that a sum of $2,000 be presented to War Charities, and the motion was carried.

The SECRETARY proposed, and Mr. A. RITCHIE seconded, that Mr. F. Maitland be re-elected auditor for the ensuing year at a remuneration of $200, and the motion was carried.

This concluded the business of the meeting.

HONGKONG POLICE RESERVE.

PARADES.

Wednesday, August 1st.—As previously ordered, the Band will play at North Point on Wednesday, August 1st. at 9 p.m.

Uniform-White, Caps with Covers will be worn.

Thursday, August 2nd.—No. 3 Company, Central 5.45 p.m.

Uniform:—White, Helmets.

Friday, August 3rd.—Route March ordered for this date is cancelled.

COMMAND.

Owing to the illness of Mr. J. W. Franks, Ag. D.S.P. (2) the command of the Police Reserve will temporarily be taken over by the undersigned.

By order of the Hon. The Captain Superintendent of Police.

(Sgd.) T. F. HOUGH,
A.S.P. (B).

BLAZON TYPE NOT NECESSARY.

CHAMBERLAIN'S Colic, Cholera and Diarrhoea Remedy needs no glaring headline to attract the public eye. The simple statement that all Chemists sell it is sufficient, as every family knows its value. It has been used for forty years and is just what its name implies. For sale by all Chemists and storekeepers.

HONGKONG AND SOUTH CHINA WAR SAVINGS ASSOCIATION.

The Union Insurance Society of Canton, Limited, Hon. Secretaries and Treasurers of this Association, write:—

It may be of interest to your readers and to the Members of this Association to know the rough position of this Association at the end of June, the first half year since its inauguration.

In Jan.	$	49,380	was subscribed.
In Feb.	„	62,075	„ „
In March	„	210,305	„ „
In April	„	123,680	„ „
In May	„	82,125	„ „
In June	„	61,880	„ „

Apart from the above, £494 7s. 0d. has been subscribed which has been sent direct to Singapore and converted into Straits dollars and invested, and the sum of $2,950.76 in Straits currency also subscribed has been sent direct to Singapore for investment.

The largest amount subscribed in one month was $210,305, in March last, chiefly as the result, we think, of the appeal we made in a little pamphlet issued at that time urging all those who were not already investing their money in War Loan outside this Association to become Members; but since March there has been a sad falling off.

The total amount of Straits War Loan taken up is just over $600,000 made up of investments of

One of			$20,000
One of			17,160
Five of			10,000
12 between	$5,000	and	$10,000
16 „	3,000	„	5,000
26 „	2,000	„	3,000
73 „	1,000	„	2,000
138 „	500	„	1,000
283 „	200	„	500
361 „	100	„	200
419 „	50	„	100
1,066 „	5	„	50

The total membership reached 676 namely.

Hongkong	590
Amoy	40
Canton	33
Macao	5
Swatow	4
Pakhoi	3
Foochow	3

It cannot be too strongly urged that more money and more Members are wanted. Incidentally, we would like to call attention to the fact that Straits War Loan at 6% is an excellent and recognised Trustee investment, and we cannot imagine any investment so attractive and safe for Trust funds.

The daily cost of this War to the British Empire and her Allies is more than ever, and every penny towards the maintenance of this cost will help to shorten the War.

It should not be thought that the investment of small sums is troublesome and not desired by us; no sum is too small, and we revel in receiving $5 and $10 notes, which mount up in an extraordinary way, and most people can afford this small sum.

A Membership of 590 is very small for Hongkong.

We are well aware that the Membership list of this Association does not represent all the money that is going to the Government War Loans. There are of course those who prefer to invest their money direct, but we think even these might with advantage consider the saving of the Government of labour and the immense clerical work arising from multitudinous individual subscriptions if they joined and invested their money through this Association.

We are aware that there are some who positively cannot for various reasons afford to save anything for investment.

We are also desirous of making the subscription list as large as possible and worthy of the Colony, and we beg to urge those who are not Members particularly those do not at present hold even $5 worth of War Loan, to join the Association.

We accept all kinds of money besides Hongkong currency, namely; Shanghai Notes, Straits Settlements Notes, Yen, Sterling and Dividend Warrants.

We again call attention to the fact that Members may at any time withdraw their investments, should they urgently require the money, and the same will be paid out at rate of exchange ruling at the time of withdrawal if withdrawn in Hongkong Dollars—or the same may be withdrawn in Straits Dollars or the equivalent in Sterling.

It has come to our knowledge that the Straits Government have declined to accept any more subscriptions from War Savings Associations owing to the fact, we imagine, that the total amount of their loan is nearly all taken up. We are pleased however to be able to inform that the Union Insurance Society of Canton, Ltd., have made arrangements whereby Members of this Association can be accommodated to the extent of a further eight lakhs of Straits Settlements War Loan at 6%.

No greater facilities can be offered than are offered by this Association and we shall be pleased to give anyone any further information required.

TELEGRAMS.

(Continued from Page 1.)

AFFAIRS IN RUSSIA.

PREMIER AGAIN GOES TO THE FRONT.

PETROGRAD, July 30.

A message dated July 28, states that M. Kerensky has gone to Military Headquarters to confer with the Commanders on the various Fronts and also with Generals Alexeiff, Russky and Gurko and the ex-Minister of War, M. Gutchkoff.

The question of M. Kerensky remaining Minister of War will be decided at this conference.

Admiral Koltchak, the ex-Commander of the Black Sea Fleet, is mentioned as likely to become Minister of Navy.

The Cadets are prominent in the negotiations for the formation of a Coalition Cabinet.

LENIN ESCAPED TO GERMANY.

The *Bourse Gazette* says that Lenin has escaped in disguise to Germany, and that Roslaf, the whilom chief at Cronstadt, has surrendered.

THE CADETS AND THE GOVERNMENT.

PETROGRAD, July 30.

The Cadets insist that the Government shall not be controlled by the Council of Workmen's and Soldiers' Delegates but agree to an equal number of Cadet and Socialist Ministers. They also refuse to enter a Cabinet which includes M. Tchernof, the Minister of Agriculture, but the Socialist Ministers threaten to resign if M. Tchernof is superseded.

PUBLIC OPINION IN RUSSIA.

PARIS, July 30.

A message from Petrograd states that the Cadets' condition for co-operation with the Government is that the war must be fought to a finish in agreement with the Allies; all agreements with the Allies must be adhered to; there must be war to the knife against anarchy and a Constituent Assembly must settle all social reforms.

The *Bourse Gazette* says that the Government has refused the demand for M. Tchernoff's resignation, consequently negotiations have been broken off.

The Government is reported to be negotiating for the inclusion of the leaders of Commerce and Industry. The latter object to outside interference with the Government and demand that the Government shall undertake social reforms prior to the convocation of a Constituent Assembly and insist that the foreign policy shall coincide with that of the Allies.

DEALING WITH TRAITORS.

PETROGRAD, July 30.

General Kornilloff has ordered all officers and men on the south-western Front to return to their units before August 14, otherwise they will be tried as traitors.

"RUSSIA WILL RECOVER."

IMPORTANT STATEMENT BY MR. LLOYD GEORGE.

LONDON, July 30.

Mr. Lloyd George, presenting a gift to the Chairman of the Press Gallery, in the House of Commons, on behalf of the latter's Press colleagues, made a brief but important reference to the war situation.

He said "I have just returned from Paris where I had a useful talk with the leading representatives of the French Press. I am glad to be able to state that the spirit of the French is better than I have ever known. This is remarkable because it is the end of the third year of a war which has meant a great deal more to France than to us, because they have suffered horribly and the enemy is still in their country, and also a sense of discouragement might have been expected from the great collapse of the Russian Armies. But we have received information that Russia will recover, and will become as formidable as ever she was—(Applause).

THE DUNDEE ELECTION.

LONDON, July 30.

The result of the Dundee election is as follows:—

Mr. Churchill	7,802
Mr. Scrymgeour (Prohibitionist)	2,086

LOSS OF A BRITISH CRUISER.

H.M.S. ARIADNE TORPEDOED.

LONDON, July 30.

The Admiralty announces that H.M.S. *Ariadne* has been torpedoed and sunk.

Thirty-eight men were killed by the explosion.

[The "Ariadne" was a cruiser of the "Diadem" class, 11,000 tons, built in 1900. Her complement is given as 680. As the announcement mentions only those who were killed by explosion, it may be taken that the remainder of the crew were saved.]

GOOD WORK BY NAVAL AIRMEN.

LONDON, July 30.

The Admiralty announces that Naval airmen on Saturday night dropped several tons of bombs on Bruges, Thourout, Middlekerke and Ghistelles, with good results. There were numerous explosions.

All our machines returned.

GERMAN CHANCELLOR ON THE ENTENTE'S "LUST OF CONQUEST."

COPENHAGEN, July 29.

Dr. Michaelis, the German Chancellor, summoned a party of journalists to Berlin in order to reply to Mr. Lloyd George's speech of July 21.

Dr. Michaelis declared that it was evident that Great Britan did not want peace by agreement, but had resolved on Germany's enslavement.

He gave instances of the Entente's lust for conquest. He asserted that reports by eye-witnesses of the secret sitting in the French Chamber on June 1 and 2, showed that M. Briand and M. Ribot were forced to confess that shortly before the Russian Revolution, France had negotiated with the Tsar's Government for an agreement providing for the French annexation of the Saar Basin as well as for Alsace and Lorraine and other vast territorial changes on the left of the Rhine, and also the French annexation of Syria. Dr. Michaelis said M. Briand declared that whatever the opinion of the Russian masses, Russia was bound to carry out the treaty and M. Ribot refused any revision of the French war aims.

Dr. Michaelis challenged the French Ministers to deny these allegations. All this, he declared, was done with Great Britain's approval.

AMERICA AND THE WAR.

AN ADDRESS BY MR. LANSING.

NEW YORK, July 30.

Addressing the officers of the Reserve Corps, Mr. Lansing, Secretary of State, asked them to rid from their minds any idea that they were fighting anybody's battle but their own.

"Would a victorious Germany," he asked, "have witheld her hands from such a rich prize as the United States?" "Would it have been easier and wiser for the United States to have awaited such an event and to have fought Germany single handed, than to unite with Germany's brave enemies now, and end for all time the military menace?" "You are fighting for those things for which your forefathers were willing to die. I am firmly convinced that the independence of no nation is safe until German military despotism is rendered impotent; and there is only one way to do that, namely, by force of arms.

GERMAN INTRIGUE IN RUMANIA.

LONDON, July 30.

Reuter learns from an authoritative source that Germany made a really big effort to secure a revolution in Rumania, using methods somewhat similar to those used in Russia including an immense propaganda among the army, which was urged to follow the example of the Russians. All attempts were unavailing, however, and, moreover, during the last week, no fewer than 50 Germans in Russian uniforms have been arrested and shot by the Rumanian authorities.

THE DERBY BETTING.

LONDON, July 30.

The latest Derby betting is as follows:—

Guy Crusader 2/1; Diadem 7/2; Dangellon 6/1; Dark Legend 7/1; Colleger 20/1.

Lisnalinchy has been scratched.

A GERMAN "LLOYD'S."

Three hundred German shipping experts have met in session at Hamburg to form a new marine agency to correspond with Lloyd's, London. It will be known as the "Deutscher Seedienst."

BRITISH SHIPPING.

IMPORTANT STATEMENT BY THE SHIPPING MINISTRY.

COMPLETE CONTROL OF ALL SHIPPING NECESSARY.

LONDON, July 30.

The Ministry of Shipping has issued a detailed statement showing the sacrifices incurred by British shipping in connection with the war.

It shows that fifty per cent. of the tonnage previously engaged in distant trading with foreign countries and the Dominions has been brought home, and that 14,000,000 tons of ocean going tonnage are serving Great Britain and Ireland at present. 6,500,000 of this tonnage is engaged in war service. A very substantial amount of shipping has been assigned to meet the needs of the Allies in both munitions and food stuffs.

The situation has now reached a stage necessitating the complete control of all shipping in order to ensure the best national employment of every vessel, and to divert to the nation the high profits arising from war conditions.

Except for a few vessels engaged in work vital to the Colonies and vessels chartered by France and Italy, the Government has requisitioned ninety-seven per cent. of British ocean-going tramps. All liners have been requisitioned and the profits go to the Government and not to ship owners.

Many trades, built up in distant waters by British enterprise have had to be abandoned to neutral shipping and the withdrawal of ships has injured many export trades, particularly to India and the Far East and also to the distant Colonies, one effect of which is that the market value of neutral vessels is double that of British vessels.

After describing the huge reductions in commercial imports and exports the report says, "We have therefore sacrificed ruthlessly the needs of our industry and commerce for the temporary increase of exports to the Allies. There is no substitute for the loss of our permanent trade."

THE LOSS OF THE P. & O. MONGOLIA.

QUESTIONS IN PARLIAMENT.

LONDON, July 30.

Replying in the House of Commons to a question, Dr. Macnamara, Parliamentary Secretary to the Admiralty, announced that the P. and O. liner Mongolia was sunk on June 24th by a mine, believed to be part of a minefield laid by the German raider Wolff. It was not believed that the mine was laid by a neutral steamer.

Mr. Houston: Has the Wolff been disposed of?

Dr. Macnamara: I must have notice of that question.

A "PACIFIST" MEETING AT SWANSEA.

A BATTLE ROYAL.

LONDON, July 30.

A pacifist meeting, organised by the All-Wales Council of Workmen's and Soldiers' Delegates, at a Swansea Picture Palace, was broken up before it had an opportunity of starting.

Discharged soldiers and sailors, leading crowds of civilians, demonstrated outside, and then rushed the hall. A sharp conflict ensued and the pacifists, who were armed with sticks and brass stair-rods, were forced back to the staircase, which they sturdily defended. The attackers seized the furniture, charged and captured the staircase and showered missiles on the fleeing pacifists, who surrendered and were cleared out, receiving not very gentle treatment. The Loyalists concluded with a patriotic meeting.

LLOYD'S YOUNG MEN.

LAST STRAW WHICH MAY BREAK THE CAMEL'S BACK.

Mr. Leslie Scott, K.C., M.P., recently appeared before the House of Commons Tribunal on behalf of 22 young men employed at Lloyd's. The chairman remarked that they were all under 30 years of age.

Mr. Scott argued that if the business of Lloyd's was to be carried on, they must be left. It was a case of the camel's back being broken by the last straw. He admitted that they were classified A or B. 1.

The premiums paid to Lloyd's in 1913 were £12,000,000, added Mr Scott, and last year they were nearly £35,000,000. During the war 2,600 men had gone.

Mr Maclean said the cases would be adjourned to enable the committee at Lloyd's to consider a reduction of their claims in view of the overwhelming need of men for the Army.

EARLIER TELEGRAMS.

THE BRITISH FRONT.

GREAT AERIAL ACTIVITY.

LONDON, July 30.

Field-Marshal Sir Douglas Haig reports:—There was great aerial activity yesterday, and air fighting was continuous. We bombed important railway stations, and two aerodromes, and carried out a number of other raids. There was much successful photographic and artillery work.

We brought down sixteen and drove down, fourteen enemy machines. Thirteen of ours are missing. We also brought down two balloons.

THE RUSSIAN FRONT.

CONTINUED RETIREMENT.

LONDON, July 30.

A Russian communique says:—

In Galicia an enemy attack in the Questzbaran region was repulsed.

The enemy's advanced elements approached south of Tarnopol and we were forced to evacuate the line west of Gossiatine. The enemy occupied Jassienouvkolny and Toporoyce, west of Zalestchik, and drove back our elements in the Carpathians a little eastward, in the region of the Mount Tomnatik sector, north-east of Kirlibaba.

RUMANIANS PROGRESSING.

The Rumanians have progressed in the direction of Keznidvasarhely and have occupied a line of heights west of Monestirkachinoul, and other heights.

GERMAN REPORT.

LONDON, July 30.

A German message, transmitted by wireless, reports progress in East Galicia.

AUSTRIAN REPORT.

LONDON, July 30.

An Austrian communique, transmitted by wireless, says:—The enemy have somewhat advanced their front at Putna. Their attacks were repulsed near Soveja.

Allied forces are approaching the western frontier of Bukhovina.

THE FRENCH FRONT.

ARTILLERY STRUGGLE CONTINUES.

LONDON, July 30.

A French communiqué says:—

The artillery struggle has continued most vigorously in the Cerny-Craonne region. Succeeding a short and most violent bombardment the Germans attacked at Hurtebise but were completely frustrated.

On the left of the Meuse there has been lively artillery activity, particularly at Hill 304.

GERMAN REPORT.

A German communiqué, transmitted by wireless, says that since mid-day the artillery duel in Flanders has again been of the strongest description.

THE LOSS OF THE "MONGOLIA."

THRILLING EXPERIENCE OF THE PASSENGERS.

ANOTHER GRAPHIC STORY.

BOMBAY, July 3rd.

The following account of his experiences has been written by Mr Richard Reading, survivor from the "Mongolia," now in Colaba War Hospital. Mr Reading was several years editor of an English sporting paper and on the outbreak of the war joined the Belgium Army, was badly wounded in Belgium, and was invalided out of the army and awarded the Belgium Croix d'Honneur. He was five-and-a-half-months in a war hospital in England and was going to Australia on the "Mongolia." In a letter to a friend he writes:—I was stretchered to this beautiful hospital yesterday afternoon, immediately the rescue ship brought me to Bombay. We had passed Aden on the preceding Saturday and all doubts and fears had been thrown aside. The danger zone was behind us and folks began to ignore lifebelts. Life boats were swung in the ship on their davits and few, if any, thought of danger. Saturday morning dawned beautifully with a cool south-west monsoon blowing almost astern. I had been fixing up some sports and had left this day for winding up the deck quoit championship of the "Mongolia." Then it happened. I had heard roaring destroying noises from the big shells the Germans rained in Belgian villages and towns in 1914, but with this one great quivering burst there was a terrifying and terrible accompaniment. I think it was the tremendous yet almost human shiver that the ship gave and the dread silence that followed immediately which intensified the nerve-wrecking shock. I have a faint recollection of being thrown upwards and forwards. The next second I sat on the deck and watched the scared whitefaced passengers running here and there down the way to the deck and to boxes aft where there was a surplus stock of life belts. Then there rained over me a shower of debris, lumps of coal and metal thrown up from funnels and engine room and for the first second or two I thought this was a shell burst. I realised that I was hurt again, for my left leg was once more helpless and was horribly bruised. At last men swung out a boat. We stood off, for the poor old "Mongolia" was

GRADUALLY AND SURELY SETTLING

lower and lower in the water. As we rowed away we picked up an Australian soldier returning home invalided and we then waited to see if any others could be picked up. The ship was settling by the stern end which was wholly submerged but the forepart then began to lower till she was almost level again. As we pulled a little further away out of the submerging area, we saw another man in the sea. So we pulled back to him and dragged him in. It was Refrigerating Engineer Mateli. He was a wonderful man in the boat too, and it was as fortunate for me as for him that we picked him up. Then the poor old "Mongolia" settled down in a cloud of white steam quietly and majestically like a brave warrior conscious of his task well done. But she did not disappear, for she settled apparently on a sandbank and showed her spar tops and occasionally her funnel, and we watched these spar tops for miles with feelings that could hardly be expressed, but in three words, "poor old 'Mongolia.'" She was struck at 12.15 and sank in half an hour. We were almost forty-five miles from the land, and having got our direction due east we headed straight for the shore with the monsoon wind behind us. We hoped to strike land somewhere near Bombay but made for the first land we sighted. We ran into a big bay, and made for the extreme end of it, following the chief officer's boat. Just as we began to think of the joy of landing, we saw the chief Officer's boat turn away from the shore and head out to sea again. We tacked to intercept them and they sang out: "There is no possible landing. Its all reef and rock. Put out to sea again." But we could discern gleams of sand on land on our bow and decided to try for landing there, being more determined for the reason that night was right on us. It would be after 7 p.m. and we had been sailing since noon in the rough sea with a delirious man and a cripple aboard along with about 25 lascars. We could see

ANOTHER BOAT

making for this shore and in growing darkness we steered to a sort of a point which seemed to be a sort of reefy spit suggesting a landing place once we rounded the reef. At last the other boat disappeared behind the split and we steered on blindly almost in the dark. Suddenly to our intense relief and joy a red light flared out in the darkness telling us that the other boat's crew had landed. We steered to that light and rowed with oars to help us along. At last the boat grounded in about 3 ft. of water right alongside the second steward's boat and our crew tumbled out into the shallow sea laughing and shouting for joy as they gripped hands with comrades and friends who were in the first boat to land. What a scene it was! Men plunging about in the sea while red lights flared on them to show the way. At last we were all landed and poor Mr Evans, "Mongolia's," boiler maker, who had been fearfully scalded by hot water steam after the explosion, and myself were carried a few yards up from the beach. Here we found three Red Cross sisters, returning to Australia from Egypt, along with a lady doctor and Lady Anderson, wife of General Sir Robert Anderson, who also landed in the first boat. What

NOBLE WOMEN

they proved in those hours of stress can hardly be realised. With Mr Evans it was really hopeless from the first. Poor man! He passed away that night to a ghastly death after 10 hours of living agony. The ladies were doing dressings for all sorts of casualties—skinned hands from sliding down falls into boats, bruises, torn fingers. One passenger had two fingers which were torn in between the pulley block and a rope. Another who had some fingers torn from his hand fell into the sea afterwards and was drowned in the surge of the sinking boat before anything could be done to save him. Now and again during the night we could see red light signals from our other boats at sea. All these we answered and three more boats crews were landed in what we called "Rescue Cove, 'Mongolia' Beach," for we had not the slightest idea where we were. Once I saw a dog creep across and that proved to us that humans of some type were not far off. But we waited through the monsoon rains and wind for the morning which dawned on a washed-out, rain-soddened batch of shipwrecked mariners who had lain awake the night through and hardly moved from the positions in which they placed themselves as they landed. At the break of day Sir Robert Anderson and party set out to find out where we were and if possible to telegraph for help. They reached a village which we afterwards discovered, was called Omara. But the information they got was mixed and meagre. Some said we were only about 10 or 12 miles from a railway. Others said that there was no railway that side of Bombay. At last messages were despatched to the Nawab of the State whose establishment was on the other side of the hills at a place called Janjira. He immediately responded by sending out dhoolies. In all, during Saturday night and Sunday, five life boats reached safely in Rescue Cove, two landed beyond a spot north of us and four at intervals on the reef bound shore on the south, one of these being a capsized boat. With this boat,

THE MOST WONDERFUL ESCAPE

of all has to be chronicled. It was number 13 boat and she shipped a big wave, a mile and a half from the shore, and capsized. All were apparently thrown out and one Australian youth, R. N. Smith, struck out for the reefs in the darkness while the rest, helped by the cries and shouts of the third officer Cox who was in charge, gradually swam and floated to the upturned craft where they hung on; lascars and Goanese. One of the boat's passengers was the Hon. Mr E. Winchcombe of New South Wales. Poor Winchcombe's strength was rapidly failing him and he cried that he could hang on no longer, but two other first-class passengers got hold of his arms and held him fast. All this while the boat was being rapidly washed to the reefs and, after a quarter of an hour to the rocks, where she landed still upside down with those who were clinging to her right on the top. A big wave carried her and most of those on to the shore. A roll call some little time after showed that one of the Goanese stewards and a little lascar boy as well as smith were missing. Suddenly one of the men said that he heard a cry from inside the boat.

"Impossible," said others, but "listen," he persisted, and certainly cries from inside the upturned boat were distinctly heard. The shipwrecked men were too weak to lift up the boat to turn her over so they smashed in her bottom near the plug hole and making a larger hole shouted in and inside the boat was the poor little lascar boy. He had been cowering under a seat when the wave upset her. He had been flung across that seat. He had been lying across the seat all the fearful time the boat was overturned in the raging sea. It seems incredible but it is perfectly true that he had lived suspended over a seat of the boat between sea and boats bottom for three quarters of an hour, while the rest of the crew clung on to keel and rudder outside. Truly that was the most wonderful of the many extraordinary escapes.

The passenger, Mcoll, was taking over to Australia with him a good specimen of a cocker spaniel which had been

THE SHIP'S PET

all the voyage, particularly making friends with Webber, second steward, who proved a veritable Admirable Crichton on the island by the way and of Hales, second saloon barman, when the mine struck, some one on the well deck loosened the dog's chain and when Mcoll rushed down to look for his dog the animal was gone. "Mac" gave him up for lost and rank back to his boat station only to find his boat jammed and hopeless, but he had the luck to drop into another boat. Meanwhile the dog had rushed into the second saloon bar where Hales picked him up, carried him on deck and drop him into the first boat he came to. "Mac" of course in another boat knew nothing of this and had given up the dog as lost, but imagine his joy on Sunday morning when he saw "Old Pal" came wriggling up to him across the beach. He had been landed about a couple of miles from Mac's boat. I must now revert to

OUR DEPARTURE FROM OMARA,

or "Rescue Cove" as we preferred to call it. The relief party arrived at about 11 p.m., on Monday and they promised to start at six on the following morning. They came to our camp about 6.30 and spent an hour or so fixing up dhoolies, using boat hooks and oars for carrying poles. At last we broke camp leaving behind us striking evidences of our stay in the shape of watercasks, dippers, torn sails, lamps, spars, life-belts (though all the lascar crew stuck to their life belts with an insistence that was almost pitiable to see) biscuit tins and at intervals along the coast eleven life boats. We, or rather they who could walk, had a long march over hilly country in a tropical sun before them, but all faced the task bravely. The dhooli carriers set a good pace with their heavy loads and the ladies of the party took it in turns to ride and walk. After about 5 miles as we reached the village of Velas, which would have been a wonderfully interesting sight to us in ordinary times, much curiosity and consternation did our cavalcade cause. A local policeman brought us some sweet soft shelled cocoanuts and bananas, also joy of joys, some tea, and we left Velas much refreshed. Then came a long ten miles march over hills through jungle, passing on our way a few huts and many people at work in rice fields and on hill sides. They stared at us till we were out of sight. I never realised till then the beauty of Kipling's Mandalay line—"When green is on the rice fields and the sun is dropping slow." The coolies who carried my dhooli says that 'held it resting on the tops of their heads with turbans for cushions were very strong and the motion was pleasant to a degree, so that my injured leg was very comfortable all the way. But it had swollen terribly and I was relieved when at last we reached the village of Dighi in the late afternoon after

MANY HOURS OF WEARY MARCHING

in a tropical sun, for those who perforce had to "foot-slog" all the way. One poor stewardess was so badly sunburnt that she could hardly see, her face had swollen to such an extent as to bury her eyes to the merest pin-head point. Many had blistered and bleeding feet and Mr. Winchcombe was in a bad way following shock and exposure. But in the main we arrived at Dighi sound and thankful. We had a short rest at the police station and telegraph office, where the Indian doctor who spoke English was very good to us and he eased our minds greatly when he said that an English boat from Bombay was waiting for us out in Janjira creek. We were then shipped in a couple of big dhows which took us across the Rajpuri side of the creek, but we did not land at the village, for a long string of boats attached to a motor launch was awaiting, and among them, one of the "Mongolia's" lifeboats. The minesweeper "Curlew," which had been converted into a hospitalship and sent out from Bombay to our rescue, had arrived the day before. It was then that one or two brave souls almost, more way, for at last we realised that our trials were almost over. Yet many faced the 50 or 60 miles sea voyage to Bombay with some fear for memories of the "Mongolia" crowded thick and fast upon us. We mustered 233 survivors on that little boat "Curlew," and she was a crowded ship, believe me. We did not sail that night, but waited till morning sleeping anywhere we could find a resting place on deck, and leaving Janjira in the early morning. After a rough passage we landed safe and sound at noon at Bombay to find many other survivors who had been picked up at sea waiting to welcome us. Mr. Winchcombe, "Norway" and myself were immediately motored in an ambulance to the Colaba Hospital, a most beautiful place, where we are receiving the best of surgical and medical skill and most wonderful medical attention. All of us are doing well, but I am afraid I am in for another long spell of hospital life, though fortunately there is no fresh fracture. It is only an old one that has given way a little and it is very badly bruised too, quite a picture, in reds, yellows and blues. There are hundreds of incidents I have for the moment forgotten, but on arrival at Bombay we were intensely relieved to learn that No. 4 boat which we had last seen at sea near the "Mongolia" with 50 people aboard and without a sail had been picked up at 10.30 on Saturday night and all safely landed after a terrible experience.—*Madras Times.*

In the recently published biography of Sir David Gill, the head of the Cape Observatory, it is told that when Cecil Rhodes asked him, whether he ever realised what a privilege it was to be an Englishman, Gill mildly suggested that it was better to be a Scotsman.



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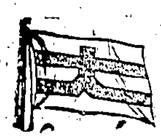
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"KAIJO MARU"	Tuesday,	31st July at Noon.
§ "SOSHU MARU"	Thursday,	2nd Aug. at 10 a.m.
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SHANGHAI	ANHUI	Aug. 5, Daylight.
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SHANGHAI	SUNNING	Aug. 7, at 4 p.m.
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SHANGHAI	ESANG	TUESDAY, Aug. 7, Daylight.
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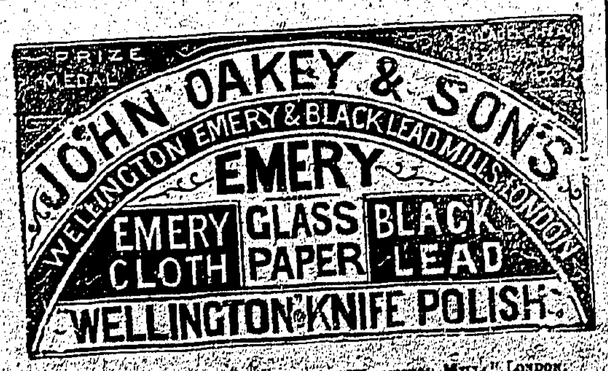
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VICTORIA, B.C., & SEATTLE Via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIDZU & YOKOHAMA	§YOKOHAMA MARU, Capt. Terada, Tons 12,500	WEDNESDAY, 1st August at Noon.
	§SADO MARU, Capt. Shinobe, Tons 12,500	THURSDAY, 23rd August, at Noon.
NAGASAKI, KOBE & YOKOHAMA	§TANGO MARU, Capt. Soyeda, Tons 13,500	FRIDAY, 17th August at 11 a.m.
SHANGHAI, KOBE & YOKOHAMA	§IYO MARU, Capt. Takano, Tons. 12,500	THURSDAY, 9th August at 11 a.m.
KOBE	—	—
LONDON Via SINGAPORE, MALACCA, PENANG, COLOMBO, DELAGOA BAY, CAPE TOWN, AND MADEIRA	FOR DATES OF DEPARTURE APPLY AT THE COMPANY'S OFFICE	
SYDNEY AND MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.		
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Telephone Nos. 292 & 293.

NOTICES TO CONSIGNEES.

THE WATERHOUSE STEAMSHIP LINE.

NOTICE TO CONSIGNEES.

FROM SEATTLE AND JAPAN PORTS.

THE Steamship *Luise Nielsen*, having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained.

Goods not cleared by the 2nd August, 1917 at 5 P.M. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas on 2nd August, 1917, at 10 a.m. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by:—

JARDINE, MATHESON & Co., Ltd. *Agents.*

Hongkong, July 26, 1917. 1999

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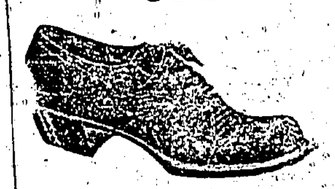
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Hongkong, March 20, 1914.

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Those who intend learning the Chinese language are requested to write c/o "China Mail" Office or direct to No. 152, Wellington Street, first floor.

[1251

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THE INTERMEDIATE SERVICE IS TEMPORARILY SUSPENDED.

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Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.
Return Tickets at fare and a half available to Europe for Two Years; or to Intermediate Ports for Six Months.
Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.
Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs Goddard and Douglas, at 10 a.m. on Mondays and Thursdays. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.
For Further Information, Passage Fares, Freights, Handbooks, Dates of Sailings etc., apply to.

E. V. D. PARR,
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FOR PARTICULARS OF SAILINGS SHIPPERS ARE REQUESTED TO APPROACH THE UNDERSIGNED.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners option
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THE BRITISH TRADE CORPORATION.

ITS ORIGIN AND MISSION.

[BY HARTLEY WITHERS, EDITOR OF THE "ECONOMIST."]

For years past British industry has grumbled about the financial facilities granted to it by existing banking machinery. Much of the grumble was about as reasonable as most of the grumbling that all of us do in a world that cannot be made to fit everybody. However perfect financial facilities were, industry would, and ought to, want always more, because it is the business of industry always to be wanting to go ahead faster than is possible.

When the war came and we began to overhaul our machinery and to wonder why we had not done things better, industry took up the old cry of better financial facilities with renewed vigour. A Board of Trade Committee, consisting of a financier, a shipowner, an ironmaster and an economic professor, all of first-rate eminence, decided after hearing much evidence from bankers, merchants and manufacturers, that there was a gap to be filled in our financial machinery and suggested that a special expert committee should be appointed to devise the lines on which an institution should be created to fill this gap. The late Government accordingly appointed the desired committee, which was composed of bankers, town and country members of the great financial houses, and representatives of industry, with Lord Faringdon in the chair, and a scheme was drawn up for a British trade bank.

WORK OF THE TRADE BANK.

It was to fill the need complained of—(1) Partly by raising more capital of its own, and working less with other people's deposits than our big English banks, and consequently being less restricted than they are by the necessity for keeping its funds liquid; (2) partly by establishing an information bureau for the study of new enterprises and for organising knowledge of the standing and position of foreigners with whom its customers might want to have business relations; (3) partly by establishing branches overseas in countries in which English banking is not yet represented, and (4) partly by acting as an honest company promoter, nursing new enterprises through their infant maladies, issuing them to the public in reasonable terms and taking an interest in their later careers, and watching over the interests of the shareholders who had subscribed to the securities offered in order to supply their capital.

In all these things the proposed bank had useful work to do, especially perhaps in the last, because our great banks and financial houses do not, as a rule, handle industrial issues except those of the very first rank; and consequently less exalted industrial ventures have tended, in the past, to be left in the hands of questionable company promoters whose methods have not been good either for industry or for the investing public. This was a matter in which improvement was greatly needed.

THE OPPOSITION AROUSED.

The scheme for the bank having thus been hatched by the late Government, the new one accordingly granted it a Charter, having in the meantime changed its name from a bank to a corporation. And then suddenly, in spite of the authority behind the project, a storm of criticism arose in the House of Commons, and the present Government has promised, very weakly, to reconsider the whole question. Most of the arguments against the corporation produced in the House were so absurd that it is really difficult to know why this outburst of opposition has arisen. For instance, it was objected that the Government was giving a charter to a wildcat scheme and encouraging speculation; whereas it will be seen from the purposes for which the corporation proposes to work—to say nothing of the highly respectable names on its Board—that its objects are the legitimate furtherance of trade and industry.

Again it was argued that because the board and managers are to have a share of the profits, after the shareholders have received 6 per cent. in dividends, there will be an inducement to engage in risky business. Whereas in fact the great British fire and marine insurance companies, most if not all of which have adopted this system of giving a commission on profits to managers, are a wonderful example of prudent and successful management.

"Perhaps it was a mistake to ask for a charter for the Corporation at all, since the granting of it not only raised all this fuss in the House of Commons, but had the more serious effect of creating the impression that the Corporation is a State institution, and industry is by this time, from uncomfortable experience, heartily sick and morbidly jealous of State interference and State regulation. In fact, the Corporation is only to be made the Government's agent in the case of financial arrangements with other Governments, and then not to the exclusion of any other agent that the Government may choose to appoint. It has no monopoly and no special privileges. The change of name from "bank" to "Corporation" has also produced misapprehension. It is believed to have been done to meet the wishes of the other banks, which are showing a laudable desire to restrict the name to institutions which do a strictly banking business. But it has led many merchants and traders into the delusion that the Corporation means to cut into their business, instead of doing its best to help them, which is its actual intention.

CHINESE IN UNITED STATES.

A REGIMENT IN TRAINING.

A despatch from Columbus, New Mexico, states that a Chinese regiment is being drilled in the United States to answer a call to the colours immediately on China's declaration of war upon Germany. The regiment is composed of Chinese refugees from Mexico, who accompanied General Pershing's troops out of the Southern Republic. As the Exclusion Act prohibited them from being admitted into the United States, they were given asylum here, and are being fed by the Chinese merchants of San Francisco. As these Chinese refugees are unemployed, they have been formed into military companies by a major of the local military command, and they are put through daily drills. The Chinese have become proficient in the manual of arms, and make a splendid appearance while at drill.

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WERE you ever seized with a severe attack of cramp colic or diarrhoea without a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy in the house? Don't take such risks. A dose or two will cure you before a doctor could possibly be called, and it never fails even in the most severe and dangerous cases. For sale by all Chemists and Storekeepers.

"For the Blood is the Life."

YOUR BLOOD WANTS PURIFYING.

IF YOU are troubled with Eczema, Blotches, Spots, Pimples, Boils, Sores or Eruptions of any kind, continually bursting through the skin.

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IF YOU are in the grip of Rheumatism, Sciatica, Lumbago, Gout, etc.

All these are sure signs of clogging blood impurity, calling for immmediate treatment through the blood, so don't waste your time and money on useless lotions and messy ointments, which cannot get below the surface of the skin. What you want and what you must have is a medicine that will get right to the root of your trouble, a medicine that will thoroughly free the blood of the poisonous matter which alone is the true cause of all your suffering. Clarke's Blood Mixture is just such a medicine. It is composed of ingredients which quickly attack, overcome, and expel from the blood all impurities (from whatever cause arising), and by rendering it clean and pure, can be relied on to effect a lasting cure.

The True Value of CLARKE'S BLOOD MIXTURE is certified by a most remarkable collection of unsolicited testimonials from grateful patients of all classes—patients who have been cured after doctors and hospitals have given them up as incurable—patients who have been cured after trying many other treatments without success—patients who not only have been cured of the particular Skin or Blood Complaint from which they were suffering, but also have found great improvement in their general health. (See pamphlet round bottle.)

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CURES ALL
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OPERATING THE NEW FIRST CLASS STEAMERS
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14,000 Tons each.

HONGKONG TO SAN FRANCISCO,
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The most Comfortable Route to America and Europe.

Sailings from Hongkong at Noon.

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Special care is given to the cuisine, and the attendance on passengers cannot be surpassed.
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RESERVE FUNDS—
Sterling £1,500,000@2/- = $15,000,000
Silver 18,500,000
$33,500,000
RESERVE LIABILITY OF PROPRIETORS $15,000,000

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On Current Account at the rate of Two per cent. per annum on the daily balance
On FIXED DEPOSITS:—
For 3 months 2½ per cent. per annum.
" 6 " 3 " "
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N. J. STABB,
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Hongkong, July 12, 1917.

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INTEREST on deposits is allowed on the minimum monthly balances at 3½ PER CENT. per annum. Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.
For the Hongkong and Shanghai Banking Corporation.
N. J. STABB,
Chief Manager.
Hongkong May 14, 1918. 817

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital	£1,500,000
Subscribed	1,125,000
Paid-up	562,500
Reserve Fund	600,000

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Every description of Exchange business transacted.

INTEREST allowed on Current Accounts at 2 per cent per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.
O. CHAMPKIN,
Acting Manager.
Hongkong, April 18, 1917.

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INCORPORATED BY ROYAL CHARTER 1853]

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PAID-UP CAPITAL £1,900,000
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FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.
T. C. DOWNING,
Manager.
Hongkong, May 7, 1917.

BANKS

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(NETHERLANDS TRADING SOCIETY)
ESTABLISHED 1824.

AUTHORISED CAPITAL £ 60,000,000 = (£5,000,000)
PAID-UP CAPITAL £ 60,000,000 = (£5,000,000)
RESERVE FUND £ 9,237,142 = (£ 769,762)

HEAD OFFICE—AMSTERDAM.
Branches at
The Hague Rotterdam
HEAD AGENCY—BATAVIA.
Branches at

SAMARANG,	RANGOON,
CHERIBON,	SAMARANG,
DJEMBER,	SHANGHAI,
DJOKJAKARTA,	SINGAPORE,
KOTA RADJA,	SOURABAIA,
MAKASSAR,	SOERAKARTA Solo)
MEDAN,	TANDJONG-BALA,
PADANG,	TJHING TJNGGI (Deli)
PALEMBANG,	TEGAL,
PEKALONGAN,	TELOK BETONG,
PENANG,	TJILATJAP,
PONTIANAK,	WELTEVREDEN,

Correspondents at Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hankow, Amoy, Yokohama, Kobe, Melbourne, Sydney, New-York, San Francisco, &c., &c.
LONDON BANKERS:—The Union of London and Smiths Bank, Limited.
The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and Correspondents in the East, on the Continent, in Great Britain, America and Australia, and transacts banking business of every description.
J. F. VAN REES,
Agents
Hongkong, Feb. 15, 1917.

THE YOKOHAMA SPECIE BANK, LTD.

ESTABLISHED 1880.

AUTHORISED CAPITAL ... Yen 42,000,000.00
PAID UP CAPITAL 36,000,000.00
RESERVE FUND 21,300,000.00

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES AT

ANTUNG-HSIEN	NAGASAKI
BOMBAY	NEWCHWANG
CALCUTTA	NEW YORK
CHANGCHUN	OSAKA
DAIREN (DALNY)	PEKIN
FENGTSIN (MUKDEN)	RYOJUN (PORT ARTHUR)
HANKOW	SAN FRANCISCO
HONOLULU	SHANGHAI
HARBIN	SINGAPORE
KOBE	SYDNEY
LIAO-YANG	TIENLING
LONDON	TIENTSIN
LOS ANGELES	TOKIO
LYONS	TSINANFU
	TSINGTAU

Interest allowed on Current Accounts.
Deposits received for fixed periods at rates to be obtained on application.
EISHI ONO.
Manager.
Hongkong, July 18, 1917.

NOTICE.

HIGH-CLASS PRINTING
AND
BOOK BINDING
DONE AT
THE CHINA MAIL OFFICE.

BOOKS & PAMPHLETS A SPECIALTY

Prospectuses, Trade Circulars Programmes, Menus, etc., etc. Artistically Arranged and Carefully Printed.

Clean Proofs and prompt delivery guaranteed.

AMERICA LOSES FIGHT ON TITLE IN CHINA.

Under this heading we note the following paragraph in American papers:—An action brought by the United States government against the municipality of Ku-lang-hsu in an effort to recover title to the public recreation grounds at this suburb of Amoy has just been settled. The municipality is to rectify technical violations of the deed and retain title to the property.

The recreation grounds were deeded in trust in 1872 for the benefit of foreign residents, the title to revert to the United States government if conditions were violated. The municipality claimed ownership to the grounds because of its long and undisputed possession.

OFFICIAL NIGHTS IN AUGUST.

The following table shows the Standard Time at which Official Night ends and begins during the month of Aug., 1917:—

Date.	Ends.	Begins.
Aug. 1st,	5.44 a.m.	7.14 p.m.
" 2nd,	5.44 "	7.14 "
" 3rd,	5.45 "	7.13 "
" 4th,	5.46 "	7.12 "
" 5th,	5.46 "	7.12 "
" 6th,	5.46 "	7.12 "
" 7th,	5.47 "	7.11 "
" 8th,	5.47 "	7.11 "
" 9th,	5.47 "	7.10 "
" 10th,	5.47 "	7.10 "
" 11th,	5.47 "	7.09 "
" 12th,	5.48 "	7.08 "
" 13th,	5.48 "	7.07 "
" 14th,	5.48 "	7.06 "
" 15th,	5.49 "	7.05 "
" 16th,	5.49 "	7.05 "
" 17th,	5.50 "	7.04 "
" 18th,	5.51 "	7.03 "
" 19th,	5.51 "	7.03 "
" 20th,	5.51 "	7.02 "
" 21st,	5.52 "	7.01 "
" 22nd,	5.53 "	7.00 "
" 23rd,	5.54 "	6.59 "
" 24th,	5.52 "	6.58 "
" 25th,	5.52 "	6.57 "
" 26th,	5.53 "	6.56 "
" 27th,	5.54 "	6.56 "
" 28th,	5.54 "	6.55 "
" 29th,	5.54 "	6.55 "
" 30th,	5.54 "	6.54 "
" 31st,	5.54 "	6.54 "

NORTH BRITISH & MERCANTILE INSURANCE CO.

WHICH ARE VESTED THE SHARES OF

THE OCEAN MARINE INSURANCE COMPANY, LTD.,

and

THE RAILWAY PASSENGERS ASSURANCE CO.

TOTAL FUNDS AT 31ST DECEMBER, 1914, £23,970,367.

I—Authorised Capital £6,000,000
Subscribed Capital £4,500,000
Paid up Capital £2,437,500
II—Fire Funds 3,337,047
III—Life & Annuity Funds... 17,567,590
Sinking Fund Account 128,230
£23,970,367

Revenue Fire Branch.....	£2,381,456
" Life and Annuity Branches.....	2,141,593
Revenue Marine Department...	337,239
Other Receipts	478,940
	£5,339,228

The Accumulative Funds of the various Branches are separately invested, and, by Act of Parliament, are set aside to meet the claims under the respective Departments of the Company's Business."

SHEWAN, TOMES & CO.
Agents.

SILIMPOPON (SEBATTIK) COAL

THE Undersigned having been appointed AGENTS for the COWIE HARBOUR COAL CO., LTD., are prepared to quote prices for best quality SILIMPOPON COAL trimmed into Bunkers at SEBATTIK or SANDAKAN (British North Borneo.

SILIMPOPON COAL compares favourably with the better grades of Japanese Coal and gives good results on a very moderate consumption.

Steamers calling at SEBATTIK or SANDAKAN exclusively for SILIMPOPON COAL (either cargo or Bunkers) are exempt from payment of all Port charges.

At Sebattik Steamers are berthed alongside the Company's wharf where there is a minimum depth of 27 to 28 feet at low water Spring Tides.

Charts of Sibuko Bay (Sebattik Harbour), Prices and all other information concerning the Port can be had on application to the Agents.

BRADLEY & CO., LTD.,
Agents Cowie Harbour Coal Company, Limited.
1927

'CHINA MAIL' OVERLAND EDITION.

THE BEST WEEKLY NEWSPAPER FOR ALL INTERESTED IN HONGKONG AND CHINA GENERALLY.

ORDER IT BEFORE GOING HOME; AND THUS KEEP IN CLOSE TOUCH WITH THE COLONY.

MOTORCYCLE AND MOTOR ACCESSORIES.

"Dunlop" & "Goodyear" Tyres (all sizes) Rubber Solution. Patches, Tools, Lamps, Horns, Speedometers, Pumps, Etc.

ALEX. ROSS & CO.,
4, Des Voeux Road, Central.
HONGKONG.

TO LET

TO LET

A FIVE-ROOMED HOUSE with Tennis Court in Minden Villas, Kowloon.
A FLAT in Nathan Road, Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.
Alexandra Buildings.
Hongkong, June 16, 1917.

TO LET.

DEVONIA No. 9, Peak Road. Six Roomed Bungalow, with garden and tennis court.
HOUSES in Shameen, Canton. Nos. 31 and 63
Apply to—
DAVID SASSOON & Co., LTD.
Hongkong, July 5, 1917. 1932

TO LET.

OFFICES at 2 Connaught Road.
OFFICES in King's and York Building.
HOUSES in Clifton Gardens, Conduit Road.
HOUSES in Broadwood and Moreton Terraces.
HOUSES on Shameen, Canton.
HOUSES TO LET. Wong-nei-chong Road.
A HOUSE TO LET. Knutsford Terrace (Kowloon).
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.

EXCHANGE.

Hongkong, July 31, 1917.

On London—
Bank Wire 2/7⅛
On demand, ... 2/7 5/16
30 days' sight 2/7 7/16
4 months' sight, ... 2/7⅜
Credits, 4 months' sight, ... 2/8
Documentary, 4 months' sight 2/8⅛
On Paris—
On demand, ... 360½
Credits, 4 months' sight, ... 371
On New York—
On demand, ... 62⅛
Credits, 60 days sight, ...
On Bombay—
Wire, ...
On demand, ... nom.
On Calcutta—
Wire, ...
On demand nom.
On Singapore—
On demand, ... 110½
On Manila—
On demand, ... 124
On Shanghai—
On demand nom.
20 days' sight (private paper)
On Yokohama—
On demand, ... 121½
Gold Leaf, 100 fine (per tael) 44.40
Sovereigns (Bank's buying rate) $7.60 n.
Silver (per oz.) 39⅛ d.
Bar Silver in Hongkong 20½ nom.
Chinese Copper Cash ½ % pm.
Chinese Copper Cents ½ % pm.
Rate of Native Interest 7 % p.a.
Chinese Sub. Coin 3½ % dis.
Hongkong Sub. Coin par.

HONGKONG REGISTER.

	Previous day at 2 p.m.	On date at 8 a.m.	On date at 2 p.m.
Barometer ...	29.67	29.64	29.60
Temperature	83	79	83
Humidity	68	90	73
Direction of Wind	E	E	E
Force	2	2	3
Weather	c	c	c
Rain.....	0.00	0.00	0.00

Highest open air temperature on the 30th 81
Lowest open air temperature on the 31st 78

F. CLAXTON *Director.*

Hongkong, Observatory, July 31, 1917.

Temperature.

Hongkong, July 31, 1917.

BAROMETER	9 A.M.	29.73
Do.	1 P.M.	29.68
Do.	4 P.M.	29.65
THERMOMETER	9 A.M.	82
Do.	1 P.M.	83
Do.	4 P.M.	83
Do. (Wet bulb)	9 A.M.	78
Do. (Wet bulb)	1 P.M.	79
Do. (Wet bulb)	4 P.M.	79
Do. Maximum		83
Do. Minimum (over night)		75

CAUSES AND CURE FOR DIARRHOEA.

OVEREATING, a change in the temperature, unripe fruit, and impure water are some of the causes of diarrhoea. Chamberlain's Colic, Cholera and Diarrhoea Remedy cures these bowel disturbances promptly. For sale by all Chemists and Storekeepers.

NEW TYPHOON SIGNALS.

New Local and Non-Local Storm Signal Codes will be introduced at Hongkong, on 1st July, 1917, in place of the old Local Code, and the China Coast Code.

The principal change in the Local Code is that the new signals will show the direction from which the gale is expected, whereas the old signals showed the position of the typhoon. The latter will be indicated, as heretofore, by the Non-Local Signals. The new Local Code is given below:—

DAY SIGNALS.

1—Red cone, point upward, will mean a typhoon exists, which may possibly cause a gale at Hongkong within 24 hours.

2—Black cone point upward—Gale expected from the North (N.W. to N.E.);

3—Black cone point downward—Gale expected from the South (S.E. to S.W.);

4—Black drum—Gale expected from the East (N.E to S.E.):

5—Black ball—Gale expected from the West (N.W. to S.W.)

6—Two black cones, top one point down, bottom one point up,—Gale expected to increase.

7—Black cross—Wind of typhoon force expected (any direction).

Signal No. 7 will be accompanied by three explosive bombs, fired at intervals of 10 seconds at the Water Police Station and repeated at the Harbour Office.

The signals will be lowered when it is considered that all danger is over.

The Day Signals will be displayed at the masthead of the storm signal mast on Blackhead Hill, the Harbour Office, H.M.S. *Tamar*, Green Island signal mast, the flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon, the flagstaff on the premises of the Standard Oil Company at Lai-chi-kok, and the flagstaff near the Field Officer's Quarters at Lyemun.

NIGHT SIGNALS. (Lamps.)

1.—White, white, white.
2.—White, green, green.
3.—Green, white, white.
4.—Green, green, white.
5.—White, white, green.
6.—Green, green, green.
7.—Red, green, red.

The Night Signals will be displayed, at sunset, on the tower of the Railway Station, on H.M.S. *Tamar*, and on the Harbour Office flagstaff. They will have the same signification as the day signals.

Signal No. 7 will be accompanied by explosive bombs as above, in the event of the information conveyed by this signal being first published at night.

SUPPLEMENTARY WARNINGS.

When local signals are displayed in the Harbour, a Cone will be exhibited at the following stations:—Gap Rock, Waglan, Stanley, Aberdeen, Sau Ki Wan, Sai Kung, Sha Tau Kok, Tai Po to, notify the fact to native craft and passing ocean vessels, on demand, by signal from lighthouses.

The object of the code is to give at least 24 hours' warning of a gale (Force 8 by Beaufort Scale, or 40-45 m.p.h., mean velocity by Dines Anemometer) and also warnings of expected changes in the direction and force of the wind. Owing, however, to the uncertain movements of typhoons and to insufficient telegraphic observations, it will occasionally happen that signals 2 to 5 may be displayed without a gale occurring at Hongkong, or even Gap Rock, but the reverse is not likely to happen, except in the case of typhoons forming in the vicinity and travelling rapidly towards Hongkong, or of a locited typhoon increasing its rate of progression abnormally.

Signal No. 1 is intended as a warning to "Stand By" and watch for the next signal.

In the new Non-Local Code the approximate velocity of the storm centre will be shown, in addition to its direction of motion, and the position of the centre will be given in degrees of latitude and longitude. The time at which the warning was issued will also be shown.

ECZEMA IN RASH ON BOY'S BACK

Arms and Legs. Irritation Dreadful. Restless at Night. Soothed and Healed by Cuticura.

"When my little boy was six months old he had a serious illness and when he got better we noticed a rash on his back which was worse in the joints of his arms and legs. I was told it was dry eczema. The irritation was dreadful and he would rub himself until the blood ran. He was restless at night and would wake up scratching, and I often used to hold his hands until he had got to sleep again.



"I only used one-half a box of Cuticura Ointment and one pat of Cuticura Soap and he was healed." (Signed) Mrs. E. Browne, The Chestnuts, Eye Nr. Peterboro', Northamptonshire, Eng., July 20, '15.

Sample Each Free by Post

With 32-p. Skin Book. (Soap to cleanse and Ointment to heal.) Address post-card for samples: F. Newbery & Sons, 27, Charterhouse Sq., London. Sold everywhere.

FARES FOR PUBLIC VEHICLES.

CHAIRS.

I.—In Victoria with two Bearers.

Quarter hour, ...	10 cents.
Half hour, ...	20 "
One hour, ...	35 "
Three hours, ...	50 "
Six hours, ...	70 "
Day (6 a.m. to 6 p.m.), ...	$1.00

If the trip is extended beyond Victoria, half fare extra.

Between the hours of 8.30 p.m. and 6 a.m. the above fares shall be increased by 50 per centum.

II.—Beyond Victoria, with four Bearers.

Hour.....	0.60 cents.
Three hours.....	$1.00
Six hours,.....	1.50
Day (6 a.m. to 6 p.m.), ...	2.00

III.—In the Hill District.

	With 2 Bearers	*With 4 Bearers.*
Quarter hour,.....	$0.15	$0.30
Half hour, ...	0.20	0.40
One hour, ...	0.30	0.60
Two hours, ...	0.50	0.80
Three hours, ...	0.70	1.00
Six hours, ...	1.00	1.50
Day (6 a.m. to 6 p.m.)	1.50	2.00

RICKSHAS.

I.—In the Island of Hongkong if engaged in Victoria.

Ten minutes, ...	5 cents.
Quarter hour, ...	10 "
Half hour, ...	15 "
One hour, ...	20 "
Every Subsequent hour, ...	20 "

Note.—If the rickshaw be engaged within the City of Victoria, and be discharged outside the Western part of the City of Victoria after 9 p.m., or be discharged to the East of Bay View Police Station on the Eastern side of the City of Victoria after 9 p.m., an extra half fare shall be chargeable.

II.—In Kowloon.

Quarter hour, ...	5 cents.
Half hour, ...	15 "
Hour, ...	20 "
Every subsequent hour, ...	10 "

III.—Taipo Road.

Twenty cents shall be added for each extra hour or part of an hour if the hirer causes the journey to take longer than:—

To 4th mile—	
single	75 cents....1 hour.
return.....	$1.00.....2 hours.
Beyond 4th to 6th mile—	
single	$1.20.....2 hours.
return	$1.50.....4 "
Beyond 6th to 9th mile—	
single	$1.75.....2½ "
return	$2.00 5 "
Beyond 9th to 11th mile—	
single	$2.00 3 "
return	$2.50 7 "

Fares for journeys beyond the 11th mile to be a matter of previous arrangement in each case.

The fares here set out to apply to one ricksha with three coolies from Tsim Sha Tsui.

FARES FOR PUBLIC CARRIAGES.

	I *Not exceeding per passenger.*
From Slaughter House to Sailors' Home	04 cents.
From Sailors' Home to Government Civil Hospital	04 "
From Government Civil Hospital to Clock Tower	04 "
From Clock Tower to Race Couse	10 "
From Clock Tower to Bay View House	12 "
From Wanchai Market to Bay View House	08 "
From Bay View House to Quarry Bay	08 "

II.—In the City of Victoria

	Not exceeding per passenger.
Quarter hour.	10 cents.
Half hour	10 "
One hour.....	20 "
Two hours.	35 "
Three "	50 "
Four "	60 "
Five "	70 "
Six "	75 "
One day from 6 a.m. to 6 p.m.	$1.25

III.—Beyond Victoria.

	Not exceeding per passenger.
One hour,.....	25 cents.
Two hours.	45 "
Three "	60 "
Four "	75 "
Five "	85 "
Six "	90 "
One day from 6 a.m. to 6 p.m.	$1.50

If a vehicle is discharged beyond the limits of the City of Victoria half fare extra is to be allowed for the return journey.

IV.—In Kowloon.

	Not exceeding per passenger.
Quarter hour, ...	$.40
Half hour,.....	.60
One hour,.....	.80
Two hours, ...	1.40
Three "	2.00
Four "	2.40
Five "	2.80
Six "	3.00
One day from 6 a.m. to 6 p.m.	5.00

Between the hours of 8.30 p.m. and 6 a.m. the above fares shall be increased by 50 per centum.

WEATHER REPORT.

On the 31st at 12.30—No returns from Japanese stations. Pressure has increased slightly over the Philippines, and decreased slightly elsewhere. The trough has disappeared, and a low pressure area is indicated to the north of Haiphong.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 59.95 inches, against an average of 51.56 inches.

Forecast for the 24 hours ending at noon on the 1st August:—

1.—Hongkong to Gap Rock: S.E. winds, moderate; fair to cloudy, some rain.

2.—Formosa Channel: The same as No. 1.

3.—South coast of China between Hongkong and Lamocks: The same as No. 1.

4.—South coast of China between Hongkong and Hainan: The same as No. 1.

ROYAL OBSERVATORY HONGKONG, DAILY WEATHER REPORT.

JULY 31, 1917.—a.m.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind Direction.	Wind Force.	Weather.
Wlostock ...	6 a.	29.67	71	—	—	0	f
Memuro ...	5 a.	—	—	—	—	—	—
Hakodate ..	"	—	—	—	—	—	—
Tokio	"	—	—	—	—	—	—
Kochi	"	—	—	—	—	—	—
Nagasaki ...	"	—	—	—	—	—	—
Kagoshima	"	—	—	—	—	—	—
Oshima	"	—	—	—	—	—	—
Naha	"	—	—	—	—	—	—
Ishijima ...	"	—	—	—	—	—	—
Bonin Island	"	—	—	—	—	—	—
Weihaiwei	6 a.	29.70	81	87	ssw	2	o
Hankow ...	"	—	—	—	—	—	—
Ichang	"	—	—	—	—	—	—
Kiukiang ...	"	—	—	—	—	—	—
Changsha ...	"	—	—	—	—	—	—
Shanghai ..	"	29.70	75	98	E	1	b
Gutzlaff ...	"	29.68	77	95	ESE	1	b
Sharp Pk...	"	29.68	80	82	—	0	b
Amoy	"	29.68	80	87	NE	1	b
Swatow	"	29.60	77	91	NE	1	c
Taihoku	5 a.	29.67	73	96	—	0	b
Tsichu	"	29.68	73	—	—	0	b
Tainan	"	29.67	75	—	ESE	2	b
Koshun.....	"	29.67	73	—	—	0	b
Peseadores ..	"	29.65	79	—	—	0	b
Canton	6 a.	29.65	78	96	SE	1	o
Hongkong ..	"	29.64	79	90	E	1	c
Gap Rock..	"	29.64	—	—	ESE	2	c
Macao	"	29.62	79	95	ENE	4	b
Wuchow	9 a.	—	—	—	—	—	—
Pakhoi	"	—	—	—	—	—	—
Hoihow	"	—	—	—	—	—	—
Phulien	7 a.	29.58	79	98	sw.	1	r
Tourane	"	29.62	82	—	sw	2	b
C. St James	"	29.78	77	—	sw	4	o
Aparri	6 a.	29.67	75	92	S	2	o
Dagupan ...	"	—	—	—	—	—	—
Manila	"	29.75	75	91	W	4	o
Legaspi	"	29.73	77	88	sw	2	o
Tacloban ...	"	29.76	77	92	—	0	o
Iloilo	"	29.78	77	91	wsw	2	o
Surigao	"	29.78	75	88	—	0	o
Guam	4.30	29.59	75	—	—	0	o
Labuan	6 a.	29.78	81	87	S	2	o

T. F. CLAXTON, *Director.*

Hongkong Observatory, July 31, 1917.

1. BAROMETER, reduced to 32 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.

2. TEMPERATURE, in the shade, in degrees Fahrenheit.

3 HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4. DIRECTION OF WIND, to two points.

5. FORCE OF WIND, according to Beaufort Scale.

6. STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squal, r rain, s snow t thunder, v visibility w dew wet).

RAIN in inches, tenths and hundredths.

HONGKONG TIDES.

The tide-table given below has been compiled at the National Almanac Office in London from the result of the analysis of observations taken by means of an automatic tide-recording machine in the Water Police Basin at Tsim Sha Tsui during the years 87-8-9.

The zero of the table corresponds with the zero of the sounding in the Admiralty Chart, which has been found to be 4 feet 3 inches below mean sea level.

To obtain the depth of water on the tide gauge at the Victoria Naval Yard add 3 feet 4 inches, and on the gauge at Lamont Dock, Aberdeen, add 10 feet 4 inches to the height given in the table.

August 1st to 7th, 1917.

Day of Week	Day of Month	High Water: Hongkong Mean Time.	High Water: Height	Low Water: Hongkong Mean Time.	Low Water: Height
		h m	feet.	h m	feet.
Wed.	1	m 6 58	7.3	1 32 a	0.5
Thur	2	m 7 31	7.8	m 2 0	3.0
		9 58 a	4.1	3 19 a	0.7
Fri.	3	m 8 42	8.1	m 2 7	2.9
		10 7 a	4.4	3 50 a	0.1
Sat.	4	m 9 33	8.0	m 2 49	2.6
		10 59 a	4.6	4 27 a	0.1
Sun.	5	m 10 24	7.6	m 3 40	2.3
		11 13 a	4.9	5 3 a	0.7
Mon.	6	m 11 16	7.1	m 4 32	2.1
		11 a	5.2	5 40 a	1.2
Tues.	7	0 9 a.	6.4	m 5 27	2.1
				6 16 a	1.7

SHARE REPORT.

JULY 31ST, 1917.

Stock and paid up Value.	Options 11.30 A.M.	Last Dividend and date.	Approximate Pct. on last paid on last year's div.
BANKS.			
Hongkong & Shai $125	$385 s.	Interim of £2-3/- a/c 1917.....	6¼ p.c.
MARINE INSURANCES.			
Cantons £ 50	$340 s.	$7 final making $25 a/c 1915 and Interim of $18 a/c 1916.	7 p.c.
North China £5	T. 140	Int. div. of 15 % = 15/- at 3/6 5/16, $4.25 per share a/c 1916	5¼ p.c.
Unions $100	$335 s.	Final of $20 and bonus of $10 a/c 1915 and Interim of $30 a/c 1916 $15 making $21 for 1915 and special of $3 on account 1916 ...	7 p.c.
Yangtsze $ 50	$192½ b.		11 p.c.
FIRE INSURANCES.			
China Fires $ 20	$143 b.	$7 and bonus $2 for 1915.	6¼ p.c.
Hongkong Fires ... $ 50	$315 s.	$27 for 1915	8½ p.c.
SHIPPING.			
Douglas Steamships $50	$85	Int. of $5 a/c 1916-1917.	16½ p.c.
Steamboats $ 15	$18	$1.25 for 1916	7 p.c.
Indo-Chinas:—			
(Preferred)... £5	$40 s.	Final of 3/- a/c 1915.....	6 p.c.
(Deferred) ... £3	$101½	Final of 40/- a/c 1916. ...	21 p.c.
"Shell" Transports £1	120/- b.	5/- final making 7/- a/c 1915 free of income tax Coupon 29	
"Star Ferry $ 10	$29	$1.65 dividend & 45 cts. Bonus for year ending 30-4-16	5½ p.c.
REFINERIES.			
China Sugars $100	$96	$12 for 1916	7 p.c.
Malabon Sugars.... P. 30	$29 b.	P. 5 for 1916.....	12 p.c.
MINING.			
Kailans £1	34/6 b.	Int. div. of 1/- free of income tax, making 10% a/c 1916-1917 coupon No. 9	13¼ p.c.
Langkas rdrs. 10	T. 15 b.	Tls. 1 for 1916	7 p.c.
Rubs..... £1	$2.45		6 p.c.
Tronoh Mines £1	25/6	1/- interim making 4/- a/c 1916.....	15 p.c.
Dial Caspians £1	32/-	9 % for 1915	—
DOCKS, WHARVES AND GODOWNS.			
Kowloon Wharve $ 50	$72 b.	8 % for 1916 & bonus $2	9 p.c.
H.K. & Whampoa Docks $	$116½ b.	Final $2.50 & bonus $5, making $11 a/c 1916....	9½ p.c.
Shanghai Docks T. 100	T. 78 s. d.	Tls. 9 for year ending 30-4-17	8 p.c.
HOTELS LANDS AND BUILDINGS			
Hongkong Hotels... $ 5	$98 b.	Final of $3 making $5 a/c 1916	6 p.c.
Central Estates ... $10	$95 s.	$7 a/c 1916.....	7 p.c.
Hongkong Lands ... $10	$91	Interim of $3½ a/c 1917..	8 p.c.
Humphreys Estates $ 10	$6½ sa.	50 cents for 1916	7½ p.c.
Kowloon Lands ... $ 30	$33	$2 for 1916	6 p.c.
West Points $ 50	$69 b.	Interim of $3 a/c 1917...	7 p.c.
Shanghai Lands T. 50	T. 92	6 % final making 12 % a/c 1916	7½ p.c.
COTTON MILLS.			
Ewos T. 50	T. 160	Tls. 9 for year ending 31-10-16	5½ p.c.
Shanghai Cottons T. 50	T. 135 b.	Tls. 6 div. a/c year ended 30-6-16.	5 p.c.
Kung Yik..... T 10	T. 15½ b.	Tls. 0.90 for 1916	6½ p.c.
Ying tze poo T. 5	T. 5.85 sa.		—
MISCELLANEOUS.			
China-Borneos 1	$7	8 cts. for 1916.....	8½ p.c.
Light & Powers ... $ 5	$4½ sa.	p.c. for year ending 23-2-06	—
China-Providents ... $ 10	$7.90	70 cents for 1916	8 p.c.
Dairy Farms $ 5	$23	$3 for year ending 31-7-16	13 p.c.
Green Islands $ 7½	$7 sa.	80 cents for 1916	11 p.c.
Hongkong Electrics $ 10	$48	$2½ a/c 1916/17 Bonus 75 cents.....	—
Hongkong Ices $ 25	$151	$11 on a/c 1916	6 p.c.
Hongkong Ropes ... $ 10	$27½ b.	$1 final and bonus $1, making $3	10 p.c.
Hongkong Tramways $...	$6.40 sa.	Interim of 9 % a/c 1917	9½ p.c.
H.K. Steel Foundry	$10		—
Peak Tramways ... $ 10	$9.10	7 % for 1916/1917	7½ p.c.
do. (new) $ 1	90 cents		
Steam Laundry$ 5	$3.40 b.	25 cents for 1915/1916..	6½ p.c.
Union Waterboats ... $ 7	$13	12½ % for 1916	10 p.c.
Watsons $ 10	$6 b.	70 cents for 1916	10 p.c.
William Powell $ 7	$6½ s.	50 cents for 1913/1914...	—

s.—sellers, ss.—sales b.—buyers.

Telegraphic Add:—DIALTO. MOXON & TAYLOR,
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Printed and published for THE CHINA MAIL, Limited, by HEDDLE & HALE, Wyndham Street, Hongkong.